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## FOREWORD

*Criminal Acts Against Civil Aviation* is a publication of the Federal Aviation Administration's Office of Civil Aviation Security. This document records incidents that have taken place against civil aviation aircraft and interests worldwide. *Criminal Acts* has been published each year since 1986. Incidents recorded in this report are summarized in regional geographic overviews. Feature articles focus on case histories or on specific aviation-related issues. Incidents are also sorted into one of seven categories and compared over a five-year period. In addition, charts and graphs have been prepared to assist the reader in interpreting the data. The cutoff date for information in this report is December 31, 2000.

One change in this year's edition is that the Asia geographic area has been renamed as "Asia and the Pacific." This has been done to better reflect the incidents that occur in the region. In addition, a corrected page for an incident that appeared in last year's issue has also been added and can be found at the end of the "Europe" geographical area section.

The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident may not be available, especially if it occurs outside the United States. While every effort has been made to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

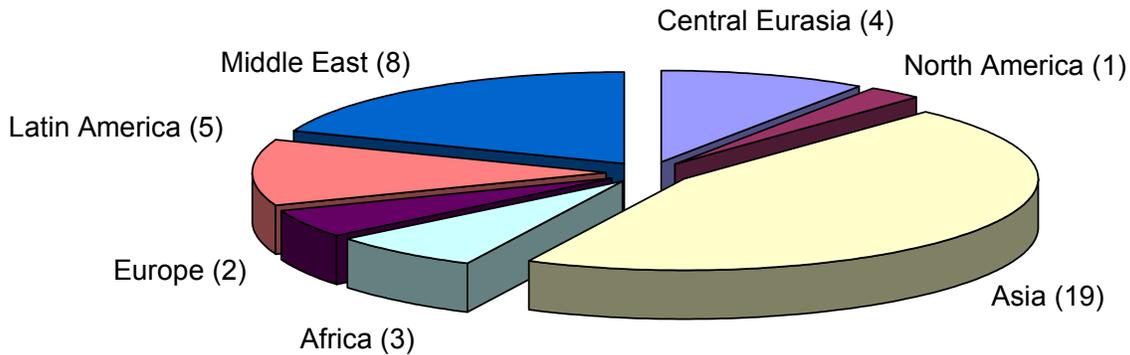
Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)), which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistical purposes.

The 2000 issue of *Criminal Acts Against Civil Aviation* is available on the world wide web at [HTTP://CAS.FAA.GOV/CRIMACTS](http://CAS.FAA.GOV/CRIMACTS). The 1996 through 1999 *Crimacts* reports are also available on this web site. Charts, maps, and some photos of the more recent reports will be in color on the web site.

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## 2000 IN REVIEW

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### Incidents Against Aviation - 2000 By Region 42 Incidents

Forty-two incidents involving attacks against civil aviation interests worldwide occurred in 2000, totaling the highest number of incidents since 1994, when 50 were recorded. The 42 incidents exceed by 18 the number of incidents recorded in 1999 and nearly doubles the lowest incident total (22), recorded in 1998, for the five-year period 1996-2000. The sharp increase in incidents in 2000 was the result of more hijackings (20 vice 11 in 1999) and airport attacks (13 vice 0). Interestingly, there was no “spate” of either hijackings or airport attacks in any one country in 2000, as has happened in the past.

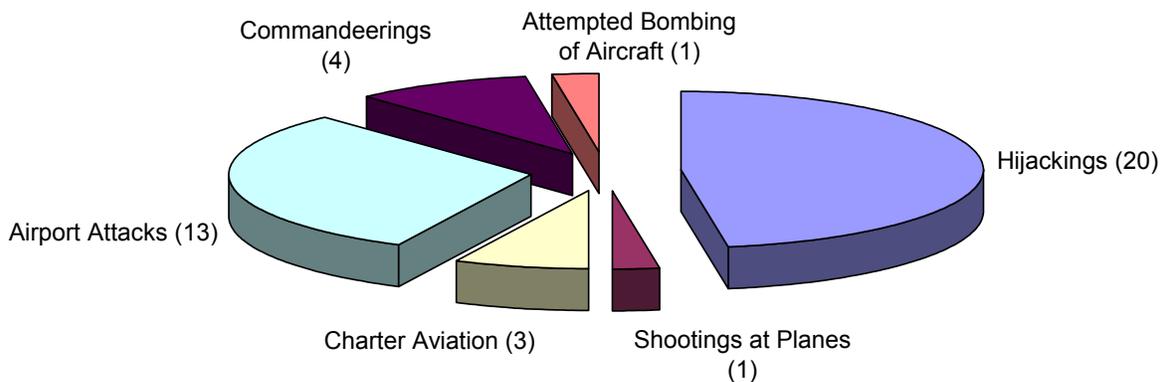
The most incidents in a geographic region in 2000 was recorded in the Asia and the Pacific region (19 incidents). The Middle East/North Africa area recorded the second-highest number of incidents (8). The Latin America and Caribbean region accounted for five incidents, and four incidents were recorded in Central Eurasia. The sub-Saharan Africa region accounted for three incidents, Europe recorded two incidents, and the North America region listed one incident. All geographic regions recorded at least one incident in 2000, unlike last year. As in years past, hijackings accounted for the highest percentage of incidents (47.6%) in 2000.

The 19 incidents recorded in **Asia and the Pacific** in 2000 included eight airport attacks, six hijackings, three commandeering incidents, a charter flight hijacking, and a general aviation aircraft robbery. The airport attacks included two bombings in the Philippines, a bombing and an attempted bombing in Laos, guerrilla assaults in the Philippines and Indonesia, and an attempted bombing and an airport takeover in Indonesia. Each of the six hijackings was committed during a domestic flight. Two of the hijackings occurred in China, two were in Papua New Guinea, and one took place in the Philippines (in which the hijacker jumped from the plane using a homemade parachute and was killed). One hijacking also occurred in Afghanistan, in which multiple hijackers forced the plane to London, England, where a number of passengers requested asylum. The three commandeering incidents took place in China, the Solomon Islands, and Pakistan. The charter aircraft hijacking occurred in Thailand and the

general aviation incident in Australia. The charter aviation hijacking and the Solomon Islands commandeering are politically-motivated incidents.

Two of the four incidents that took place in **Central Eurasia** in 2000 were hijackings. Each occurred during a domestic flight—one in Azerbaijan and the other in Russia. In the Russian incident, the plane was diverted to Israel. The Azerbaijan hijacking is a politically-motivated incident. Other incidents included an attempted bombing at an airport in Russia and an explosive device found on a plane in Russia following a trip from Uzbekistan. The device was discovered after the plane had landed.

The two incidents recorded in **Europe** during 2000 were hijackings, each taking place on an international flight. One hijacking, committed by an individual seeking asylum, occurred as the plane was landing in England en route from Switzerland. The other hijacking was committed by a man being deported from Belgium to the Ivory Coast, and the plane was diverted to Spain.



### Worldwide Civil Aviation Incidents - 2000 By Category

Five incidents took place in the **Latin America and the Caribbean** region during 2000. These incidents included three hijackings, an airport attack, and a general aviation commandeering. Each of the hijackings involved planes on domestic routes: two in Colombia and one in Venezuela. In each of the Colombian hijackings, an escorted prisoner produced a weapon and forced the plane to land. The Venezuelan hijacking was committed by eight men who, after forcing the plane to land, stole money from the cargo hold. Colombia was also the site of the airport attack, which involved a guerrilla assault that forced an in-bound flight to divert and caused the airport to close temporarily. The general aviation commandeering also occurred in Venezuela and involved a kidnapping.

Seven of the eight incidents recorded in the **Middle East and North Africa** geographic region in 2000 were hijackings. Two of the hijackings occurred aboard Iranian planes flying domestic routes; one of the incidents was committed by multiple hijackers seeking asylum for their families. Another hijacking of a domestic flight occurred in Egypt. Each of the four remaining hijackings involved international flights: one each departing from Jordan, Qatar, Saudi Arabia, and Yemen. The hijackings of the planes departing from Qatar and Saudi Arabia are politically-motivated incidents. In the Jordan incident, the hijacker was shot and killed and a grenade he was carrying exploded, slightly injuring 15 people. The other incident in this region was a rebel assault on an airport in the Sudan.

A commandeering incident was recorded in **North America**. An individual tried to force his way on to a plane at JFK International Airport in New York.

The **sub-Saharan Africa** region recorded three incidents in 2000: two airport attacks and an aircraft that was fired upon. The airport attacks included a bombing in South Africa and an assault by antigovernment rebels in Angola. The shooting at aircraft incident occurred in Burundi as the plane was landing. Antigovernment rebels were blamed.



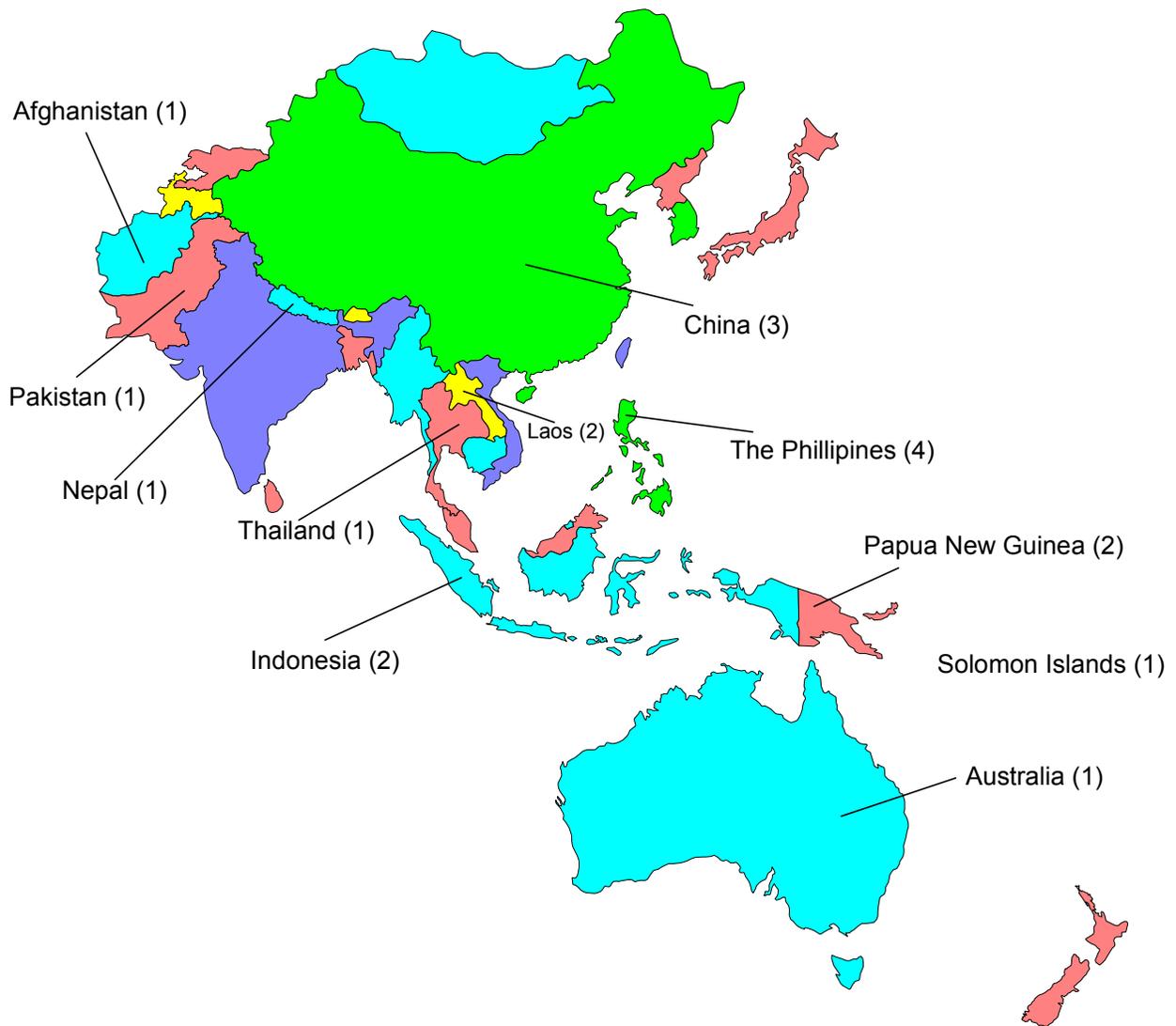
Archive Photos

Damaged Vehicle Near Site Of Bomb Blast, Manila Airport, The Philippines, 12/30/00

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**Geographic Overviews -  
Significant Criminal Acts  
Against  
Civil Aviation**

# Asia and the Pacific



Incidents included in statistics (19)  
Incidents not included in statistic (1)

## Chronology

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January 20	General Aviation Aircraft Robbery	Australia
February 6	Hijacking—Ariana Afghan Airlines	Afghanistan to England
February 29	Hijacking—China Southwest Airlines	China
March 14	Attempted Bombing—Jakarta Airport	Indonesia
March 14	Attack—Salle Airport	Nepal
May 3	Attack—Cotabato Airport	Philippines
May 22	Hijacking—Missionary Aviation Fellowship	Papua New Guinea
May 25	Hijacking—Philippine Airlines	Philippines
June 4	Bombing—Manila Airport	Philippines
July 27	Abduction of Pilots	Fiji *
July 30	Attempted Bombing—Vientiane Airport	Laos
July 31	Commandeering—Cathay Pacific Airways	China
August 1	Takeover—Wamena Airport	Indonesia
September 16	Commandeering—Solomon Airlines	Solomon Islands
September 27	Hijacking—Xinhua Airlines	China
November 1	Hijacking—North Coast Aviation	Papua New Guinea
November 9	Bombing—Vientiane Airport	Laos
November 17	Charter Aircraft Hijacking	Thailand
December 17	Commandeering—Pakistan International Airlines	Pakistan
December 30	Bombing—Manila Airport	Philippines

\* Incident Not Counted in Statistics

### **January 20, 2000—General Aviation Aircraft Robbery—Australia**

Two men armed with shotguns fled with cash and documents after holding up a light aircraft moments after it landed at Brewarrina Airport in New South Wales. The men, clad in overalls and full-faced balaclavas, sped onto the airport tarmac just as the plane taxied to a halt. The pilot of the Navajo twin-engine aircraft and two women who were there to collect the flight's cargo were handcuffed to a nearby perimeter fence. The pilot received minor injuries in the incident. While the well-organized thieves targeted the aircraft on its daily "bank run," the cargo consisted mostly of documents rather than a large amount of cash. The vehicle used in the getaway later was found abandoned and burned 40 kilometers from the airport.

### **February 6, 2000—Hijacking—Ariana Afghan Airlines—Afghanistan to England**

Ariana Afghan Airlines flight 805, a Boeing 727 aircraft carrying 166 passengers and crew, was hijacked during a domestic flight between Kabul and Mazar-I-Sharif, Afghanistan. Two and one-half hours later, the plane landed in Tashkent, Uzbekistan, where officials provided food and fuel. Security forces surrounded the aircraft, and ten passengers were allowed to deplane. The hijacked flight departed for an unidentified location four hours later. The plane developed problems, however, and was forced to land in Aktuybinsk, Kazakhstan. The hijackers demanded more fuel, food, and assistance in repairing a fuel leak; three more passengers were also allowed to leave the aircraft.

The plane then was flown to Moscow's Sheremetyevo Airport, and nine more passengers were released. The plane left Moscow and was flown to Stansted Airport, north of London. Authorities isolated the aircraft and began negotiations. Over the next three days, nine more hostages were released. On February 9, four men, including the pilot and first officer, escaped from a cockpit window, initiating a tense period of negotiations. The hijacking ended February 10 with the successful release of the remaining hostages.



AP/Wide World Photos

Hijacked Aircraft, Stansted Airport, London

Eighty-nine of the 166 passengers and crew members requested asylum in Britain, while the other 77 people returned to Afghanistan. Of the 89 people who remained, 12 were charged in connection with the hijacking and were awaiting trial at the end of the year. Some of the 77 people who requested asylum had their requests approved, but most requests were refused. Nevertheless, 88 of the 89 passengers and crew members still remained in Britain at the end of the year.

### **February 29, 2000—Hijacking—China Southwest Airlines—China**

A Chinese man was overpowered after trying to hijack a domestic China Southwest Airlines flight. The plane was en route to the southwestern coastal city of Fuzhou from Chengdu via Nanchang, where the hijacker had boarded.

Shortly before the plane was to land in Fuzhou, the man pulled out a bottle of gasoline, a cigarette lighter, and a knife. He demanded that the B-737 aircraft be flown to Taiwan and reportedly threatened crew members with the knife. The hijacker was overpowered by crew members, however, and the plane landed safely at Fuzhou Airport. Extra security personnel were on hand to take charge of the aircraft and hijacker. Subsequent reporting suggested that Chinese security officers who may have been on the flight, rather than crew members, had overpowered the hijacker. The hijacker was reported to have a history of mental problems. He apparently felt slighted by his supervisors at the Agricultural Technical Department and believed that Taiwan would be a better place to work.

#### **March 14, 2000—Attempted Bombing—Jakarta Airport—Indonesia**

A worker at Soekarno-Hatta International Airport discovered three Molotov cocktails under a bank billboard at the entrance gate of Terminal II. The incendiary devices had not ignited and were turned over to security officials at the airport. There were no claims of responsibility.

#### **March 14, 2000—Attack—Salle Airport—Nepal**

Nepalese Maoist rebels unsuccessfully attempted to capture Salle Airport. Windows of the airport were broken and there was damage to police assets, but there were no injuries. Flights to the airport were not impeded by the attack.

#### **May 3, 2000—Attack—Cotabato Airport—Philippines**

Awang Airport in Cotabato, Maguindanao province, located on the southern island of Mindanao, was closed by authorities after it came under fire from Muslim guerrillas. The airport is a dual-use military and civilian facility. Before dawn, suspected Moro Islamic Liberation Front (MILF) guerrillas attacked the Philippine Army 6<sup>th</sup> Infantry Division headquarters at Camp Tiangco, located next to the airport. The guerrillas fired three B-40 rocket-propelled grenades (RPG). One RPG exploded beside the runway of the airport. There were no casualties, but airport operations were temporarily halted. Philippine Airlines also cancelled its flights between Manila and the cities of Cotabato and General Santos. Awang Airport subsequently was ordered closed until May 9 by aviation authorities.

#### **May 22, 2000—Hijacking—Missionary Aviation Fellowship—Papua New Guinea**

Three men hijacked an aircraft belonging to Missionary Aviation Fellowship during a domestic passenger flight from Erave to Batiri in Southern Highlands Province. Once the aircraft was airborne, the hijackers tore out the plane's communications equipment and then stole a small sum of money from the passengers and crew. The hijackers subsequently forced the pilot to land the aircraft in Erave, where they deplaned and escaped. MAF flights to Erave, Batiri, and Wawanda were suspended in the wake of the incident.

#### **May 25, 2000—Hijacking—Philippine Airlines—Philippines**

Philippine Airlines flight 812, an Airbus A330 aircraft with 284 passengers and 14 crew members, was hijacked during a domestic flight. The plane was en route from Davao International Airport to Manila's Ninoy Aquino International Airport. Approximately one hour into the flight, a passenger got out of his seat and went into one of the aircraft's restrooms. He emerged armed with a .22 caliber handgun and what was later determined to be a fake hand grenade. While on his way to the cockpit, the passenger encountered a flight attendant, pulled out the handgun, and said that he was hijacking the plane. He subsequently fired a single shot toward the cockpit door, although it is believed this was done accidentally. The hijacker then ordered the flight attendant to ask the pilot to open the door.

Once inside the cockpit, the man threatened to blow up the aircraft if his demands were not met. The hijacker insisted that the plane return to Davao but was told that there was not enough fuel. The man then collected money from the passengers and crew and demanded that the rear door be opened so that he could jump out using a homemade parachute. After the cabin was depressurized, a flight attendant opened the left rear door and the hijacker jumped out. The crew continued the flight on to Manila, where the plane landed safely. There were no injuries to the passengers or crew members.



Plane In Hanger With Broken Door On Floor

The hijacker was killed in his jump from an altitude of 6,000 feet because the parachute apparently malfunctioned. His body was discovered embedded in the ground about 15 kilometers east of Manila; the parachute was found about a kilometer from the body.

**June 4, 2000—Bombing—Manila Airport—Philippines**

A bomb exploded at Manila's Ninoy Aquino International Airport early in the morning but caused no injuries. The bomb damaged a woman's rest room near a walkway leading to the airport parking area. Windows and glass facades were destroyed, and a small crater was left in the concrete pavement. Airport authorities said the area was nearly deserted at the time of the explosion. There were no claims of responsibility.

**July 27, 2000—Abduction of Pilots—Fiji \***

Two pilots were taken hostage by supporters of Fiji coup leader George Speight at the airport in Savusavu, a small town on the southern coast of the island of Vanua Levu. At least one of the hostage-takers was armed, but the pilots were not injured in the incident. The hostages were taken briefly to a hotel in Savusavu and then moved to a nearby village. There were no demands announced by the hostage-takers, and the pilots were subsequently released. This was the first time that foreigners had been taken hostage by supporters of Speight.

**July 30, 2000—Attempted Bombing—Vientiane Airport—Laos**

A small improvised explosive device was discovered and defused in a rest room at the domestic terminal at Vientiane's Wattay Airport. The device was fabricated from a hand grenade. There were no claims of responsibility for the attack. A number of people were arrested, but it is not known how they were connected to the incident.

**July 31, 2000—Commandeering—Cathay Pacific Airways—China**

Hong Kong police arrested a man who held a female hostage on board a Cathay Pacific Airways aircraft that was parked at the Hong Kong International Airport. The man, armed with a pistol, forced his way through a staff security checkpoint on the south side of the passenger terminal to the apron. The suspect then ran toward a parking stand and forced a cleaning woman to board the plane. The only other person then on board was an engineer who remained trapped in the cockpit until the incident was over. The gunman likely did not know that the engineer was aboard. No passengers were on the plane because the incident happened several hours before the flight was due to

leave for Paris, France. During negotiations with authorities, the gunman threatened to kill his hostage (the cleaning woman) and demanded to be flown to Myanmar (Burma). After 2½ hours, the hostage-taker surrendered to police and the cleaning woman was released unharmed. This was the first hostage-taking incident to occur at the airport since it opened in 1998.

#### **August 1, 2000—Takeover—Wamena Airport—Indonesia**

Approximately 100 members of the Papua Task Force (PTF), an Irian Jaya pro-independence civilian militia, took over an airport in the highlands town of Wamena, capital of Jayawijaya district, Irian Jaya. The PTF members reportedly came to the airport following rumors that refugees fleeing violence were to arrive by aircraft from Indonesia's Maluku Islands. PTF members armed with bows, arrows, and clubs forced their way past airport security. They set up their own guards at the airport's entrances and exits, as well as in the waiting room and check-in areas. Dozens of PTF members ransacked the luggage of passengers bound for Jayapura, the provincial capital of Irian Jaya. Passengers seeking to buy tickets were either searched or otherwise prevented from departing. On August 5, police regained control of the airport.

#### **September 16, 2000—Commandeering—Solomon Airlines—Solomon Islands**

A 16-seat Britten Norman Islander aircraft and its pilot were seized by a faction of the Isatabu Freedom Movement (IFM) militia group. The incident happened following the plane's scheduled landing at an isolated airstrip in Babanakira on the island of Guadalcanal. The IFM faction demanded two million Solomon dollars for the pilot's release and set a deadline of September 19. The IFM also threatened to kill the pilot and blow up the aircraft if the demand was not met. An IFM spokesman said that the hijacking was a result of dissatisfaction over the failure of the deputy prime minister to fulfill the many promises he had made. The commandeering took place just three days after the Solomon Islands government had paid another militia group, the Malaita Eagle Force (MEF), \$180,000 (Australian). The payment was to encourage the MEF to return to their villages on Malaita island as part of peace talks between the two militia groups.

The pilot of the commandeered plane was subsequently released unharmed by the rebels on October 6 without the ransom having been paid. The plane was believed to have been hidden in the dense jungle and was not recovered.

This commandeering is a politically-motivated incident.

#### **September 27, 2000—Hijacking—Xinhua Airlines—China**

A Xinhua Airlines Boeing 737 aircraft was hijacked by a passenger reportedly armed with a knife and what later was determined to be a fake handgun. The plane was on a domestic flight from Baotou in Inner Mongolia to Beijing. The hijacker demanded to be taken "south," and the crew complied in order not to endanger the safety of the passengers. As the aircraft neared Jinan, Shandong Province, the aircraft was low on fuel. The hijacker reportedly panicked and stabbed both the captain and copilot. He was subsequently shot and killed by a Chinese air marshal. The copilot, despite his stab wounds, was able to land the plane at Jinan Airport.

#### **November 1, 2000—Hijacking—North Coast Aviation—Papua New Guinea**

A North Coast Aviation aircraft en route from Wau to Port Moresby was hijacked and its cargo of gold stolen. Two men armed with guns forced the pilot to land at Garaina Airport, where a group of waiting men then stole the gold aboard the plane. The pilot was unharmed and was able to fly to Port Moresby. According to police, the plane had been transporting approximately 15 kilograms of gold from mines in the Wau area.

#### **November 9, 2000—Bombing—Vientiane Airport—Laos**

A homemade explosive device containing gunpowder and buckshot exploded outside the entrance to the domestic terminal at Vientiane's Wattay Airport. The device had been placed on a bicycle parked outside the terminal. No one was killed in the attack, although eight Lao bystanders were injured. There were no claims of responsibility for the bombing, which was at least the eighth to take place in the capital since late March.

### **November 17, 2000—Charter Aircraft Hijacking—Thailand**

A Vietnamese-American chartered an aircraft at a small airport south of Bangkok on the pretext of taking flying lessons. Once on board, however, the man told the pilot that he was carrying a hand grenade. He threatened to detonate the grenade unless the pilot diverted the plane across the Gulf of Thailand to Ho Chi Minh City, Vietnam. After flying low in order to evade radar detection, the pilot was forced to make several low passes over the city as the hijacker threw out leaflets. These leaflets resembled the South Vietnamese flag and exhorted the Vietnamese people to rise up against their communist leaders. En route back to Thailand, the aircraft ran low on fuel and the pilot was forced to make an emergency landing at a military airstrip in U Tapao, Thailand. The hijacker, who was arrested upon arrival, denied that he had forced the Thai pilot to make the flight against his will. He claimed instead that the pilot was willing to fly him to Vietnam in exchange to a cash payment of (U.S.) \$10,000.

The hijacker was identified as a former South Vietnamese fighter who, in September 1992, hijacked a Vietnamese Airlines plane to drop anticommunist leaflets over Ho Chi Minh City. He was sentenced to 20 years in prison but was released by presidential amnesty in 1998 after serving six years. In January 2000, this individual also reportedly flew from Florida to Cuba to drop anticommunist leaflets.

This charter aircraft hijacking is a politically-motivated incident.

### **December 17, 2000—Commandeering—Pakistan International Airlines—Pakistan**

An Egyptian passenger tried to commandeer a London-bound Pakistan International Airlines (PIA) flight from Karachi during a stopover in Dubai, United Arab Emirates. Security officials determined that the man was carrying a false Belgian passport and advised him that he could travel no further. The man then pulled out a butter knife, grabbed an oxygen bottle, and demanded to be flown to London. The pilot was not on board the plane at this time, and the passenger demanded that he return. A security official dressed in a pilot's uniform boarded the plane, and the passenger was subsequently overpowered and arrested. Authorities in Dubai, however, declined to press charges. On December 19, the man, his wife, and two children were deported to Pakistan accompanied by PIA security officials.

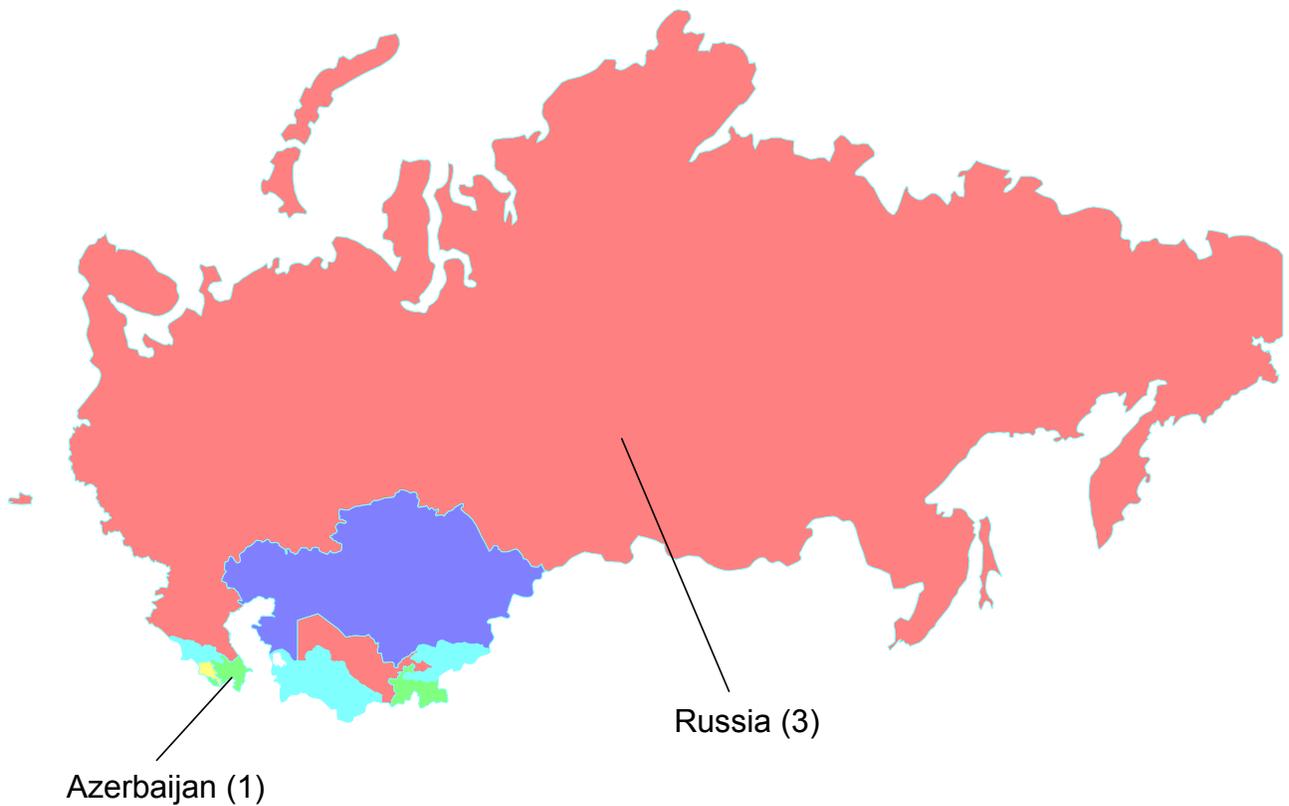
### **December 30, 2000—Bombing—Manila Airport—Philippines**

Five explosive devices detonated almost simultaneously in the metropolitan Manila area during the afternoon, killing 11 people and injuring more than 80 others. One of the devices exploded near the aviation fuel storage depot at the cargo terminal of Ninoy Aquino International Airport. The cargo terminal building was damaged in the explosion, and three cargo company employees were injured.

While no credible claims for the bombings were received, Philippine government officials attributed the attacks variously to Muslim separatists; communist rebels; and both supporters and opponents of Philippine President Estrada, who was being impeached on charges of bribery and graft at the time of the attacks.

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# Central Eurasia



Incidents included in statistics: 4  
Incidents not included in statistics: 0

## Chronology

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March 30	Attempted Bombing—Sheremetyevo Airport	Russia
May 30	Attempted Bombing of Airplane	Russia
August 18	Hijacking—Azerbaijan Airlines	Azerbaijan
November 11	Hijacking—Vnukovo Airlines	Russia to Israel

### **March 30, 2000—Attempted Bombing—Sheremetyevo Airport—Russia**

An explosive device was discovered at the flight training center of Sheremetyevo 1, which serves domestic flights, in the early morning. The device, reportedly consisting of a grenade and a stick of dynamite placed in a jar of concentrated acid, was in either a box or a bag. According to press reporting, the acid would serve as a timing mechanism by dissolving a piece of plastic used as the safety pin of the grenade. The device was removed and remotely detonated. There was no claim of credit.

Reports of another device being discovered at the same airport on February 15 could not be corroborated.

### **May 30, 2000—Attempted Bombing of Airplane—Russia**

Russian media reported that a homemade explosive device was discovered on board a plane at Yekaterinburg Airport in Russia. A Customs officer discovered the device after the unidentified Tupolev TU-154 plane had arrived from Tashkent, Uzbekistan. The device reportedly consisted of as much as 400 grams of TNT, a clock mechanism, a detonator, a battery, and connecting wires. It was hidden in a tea box in the plane's rear lavatory. Bomb disposal experts disrupted the device with a water cannon.

It is not known who placed the device or what the motivation was.

### **August 18, 2000—Hijacking—Azerbaijan Airlines—Azerbaijan**

A passenger hijacked Azerbaijan Airlines flight 254 while the plane was on a domestic trip between Nakhichevan and Baku. The hijacker claimed to be armed with a hand grenade and a bottle of flammable liquid. He demanded that the TU-154 aircraft, with 164 passengers, be flown to Istanbul, Turkey, where he wanted to visit a hospitalized Azeri political leader. The hijacker agreed to the pilot's recommendation to refuel in Tbilisi, Georgia. While the plane was still in Azeri airspace, however, the hijacker was overpowered by two Ministry of National Security officials who were on the plane. The plane landed in Baku, and the hijacker was arrested. He did not have a grenade but reportedly carried two bottles—one containing kerosene and the other an unidentified liquid.

The hijacker was identified as the chairman of the Nakhichevan branch of the opposition Musavat Party. A number of the hijacker's largely political demands, including postponing parliamentary elections until December, were printed in an opposition newspaper the following day. Several days after the hijacking, the editor-in-chief of this paper was arrested and charged with terrorism for having maintained contacts with the hijacker. Documents relating to the hijacking were reportedly in his apartment. The hijacker, however, claimed to have acted alone.

This hijacking is a politically-motivated incident.

### **November 11, 2000—Hijacking—Vnukovo Airlines—Russia to Israel**

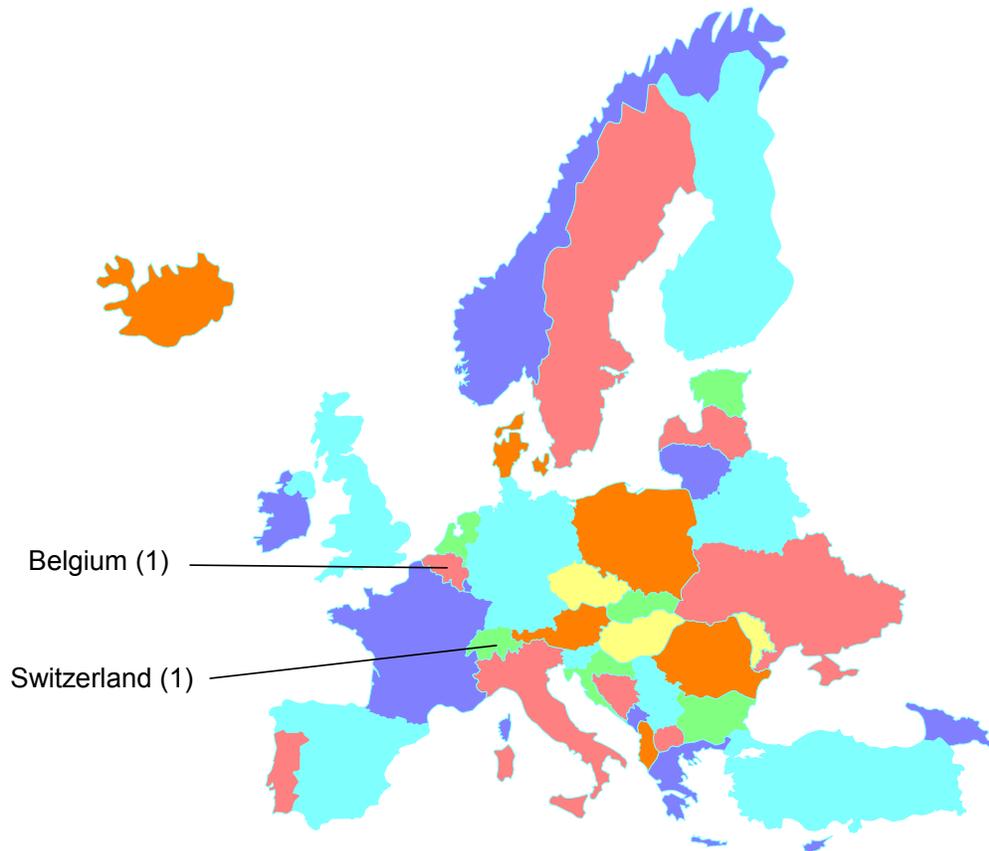
Vnukovo Airlines flight 838 was seized by a hijacker during a domestic flight between Makhachkala, Dagestan, and Moscow. The hijacker claimed to have an explosive device, with which he threatened to blow up the plane, and demanded to be taken to Israel. The plane, a TU-154 aircraft with 49 passengers and 10 crew members, landed at Baku, Azerbaijan, for refueling. While at Baku the hijacker demanded only fuel and maps and refused to negotiate, and the plane departed after about two hours. Although there was only one hijacker, confusion existed as to whether others were on board and what their motive was. Because the plane departed from Dagestan, it was thought that there might be a connection to the fighting in Chechnya.

Israeli authorities initially denied permission for the plane to land at Tel Aviv because of fears that it might be blown up over the city. Because the pilot sounded "very pressured" and because of the plane's low fuel supply, authorities permitted the aircraft to land at the Uvda Air Force Base in the Negev Desert. An Israeli Air Force plane escorted the hijacked plane to the base. The hijacker surrendered upon landing. It was then discovered that he was alone and that his "bomb" was a blood pressure gauge. The hijacker told authorities that he was fighting against world domination by Asians and that he wanted to deliver a message to the Japanese emperor.

The plane, its passengers and crew, and the hijacker were returned to Russia.

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# Europe



Incidents included in statistics: 2  
Incidents not included in statistics: 1

## Chronology

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March 27	Attempt to Crash Aircraft	Canary Islands*
July 17	Hijacking—British Airways	Switzerland to England
October 13	Hijacking—Sabena	Belgium to Spain

\* Incident Not Counted in Statistics

### **March 27, 2000—Attempt to Crash Aircraft—Canary Islands \***

A passenger, reportedly apparently drunk, forced his way into the cockpit of LTU flight 1407 and attacked the pilot. The Boeing 737 aircraft, carrying 143 passengers and five crew, had been chartered by the German company LTU. At the time of the attack, the plane was en route from Tenerife, Canary Islands, to Schoenefeld Airport in Berlin, Germany. The plane briefly lost altitude because of the attack on the pilot, but the copilot was able to regain control as other crew members and four passengers subdued the man. Because the pilot had been injured, the copilot finished the flight to Schoenefeld without further incident. Upon landing, the attacker was taken into police custody. The man faked a fainting spell upon being placed into custody and briefly escaped from police while being taken away in an ambulance. He was quickly recaptured and was taken to a psychiatric clinic near Berlin.

Officials are not entirely sure what the man's motive was but believe he intended to crash the aircraft. The man has been diagnosed with severe psychotic problems and, according to officials, it is unlikely he planned the attack before getting on the plane. A German court subsequently declined prosecution, recommending instead that the man receive treatment.

### **July 17, 2000—Hijacking—British Airways—Switzerland to England**

British Airways City Flyer Express flight 8106 was hijacked while en route to London's Gatwick Airport from Zurich, Switzerland. The hijacking occurred as the plane, a British Aerospace RJ 146 aircraft, was preparing for descent into Gatwick. The hijacker, armed with a large pair of scissors, grabbed a flight attendant by the hair and placed the scissors blades to her throat. He apparently was distraught over having failed earlier to obtain political asylum in Britain. He claimed to have a bomb concealed in a "Walkman"-type cassette tape player and threatened to detonate it if not granted asylum. During the plane's descent, the pilot left the cockpit, convinced the man to release the flight attendant, and calmed him. The plane made an emergency landing at Gatwick and proceeded to a remote area of the airport, where authorities arrested the hijacker. None of the flight's 95 passengers or six crew members was injured.

### **October 13, 2000—Hijacking—Sabena—Belgium to Spain**

A Nigerian man being deported from Belgium to the Ivory Coast forced the crew of Sabena flight 689 to make an emergency landing in Malaga, Spain. During the flight from Brussels to Abidjan, police escorts released the Nigerian from his restraints. The deportee then began slapping nearby passengers, jumped away from his escorts, and ran to the cockpit, which was reportedly unlocked. He managed to gain access to the flight deck and demanded that the two pilots immediately land the Airbus A330-200 aircraft. He further threatened to operate as many of the controls as he could if they did not comply with his demand. When the Nigerian, who apparently wanted to avoid returning to Africa at all costs, refused the pilots' offer to land at Marrakech, Morocco, the pilots diverted to Spain. The flight landed in Malaga, where the hijacker was overpowered by Spanish police. There were no reports of injuries among the 147 passengers and 11 crew members of the flight.

## ERRATUM

### *Criminal Acts Against Civil Aviation, 1999*

The following replaces the incident summary that appeared on page 20.

#### **February 17, 1999—Robbery of Aircraft—Belgium \***

According to press reports, an armed robbery occurred on the tarmac at Brussels National Airport. Four thieves stole approximately (U.S.) \$1.6 million from an armored car that was transferring money to a Virgin Express flight to London's Heathrow Airport. The robbery occurred minutes before the plane was to depart and took very little time. Reports indicated that the thieves, disguised as Sabena employees had forced open a locked gate. They then drove onto the runway, ordered baggage handlers to hand over containers of money, and escaped. The plane's five crew members were onboard but were unaware of the robbery; the plane's 33 passengers were in the terminal at the time.

## Latin America and the Caribbean



Incidents included in statistics: 5  
Incidents not included in statistics: 2

## Chronology

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February 16	Attack—Urrao Airport	Colombia
February 19	Hijacking—Aerotaca	Colombia
July 7	Robbery of Aircraft	Brazil *
July 15	General Aviation Commandeering	Venezuela
August 16	Hijacking—VASP	Brazil
September 8	Hijacking—Aires S.A.	Colombia
September 19	Theft of Aircraft	Cuba *

\* Incident Not Counted in Statistics

### **February 16, 2000—Attack—Urrao Airport—Colombia**

Revolutionary Armed Forces of Colombia (FARC) guerrillas attacked a small airport in Urrao, a town located 160 kilometers west of Medellin. The guerrillas took control of the airport and set off an explosive charge causing damage to the runway and passenger terminal. An *Aerolineas Centrales de Colombia* (ACES Colombia) flight from Medellin was preparing to land when the assault occurred. The landing was aborted and the plane returned to Medellin. Passengers waiting to board the flight took shelter in a shed at the airport. None of the waiting passengers was hurt in the attack, but a local resident and an ACES Colombia employee were slightly injured. ACES Colombia suspended all flights from Medellin to Urrao because of damage to the airport.

### **February 19, 2000—Hijacking—Aerotaca—Colombia**

An armed prisoner hijacked a Colombian *Aerotransportes Casanare SA* (Aerotaca) plane, forced it to land at a remote airstrip, and then fled into the jungle with a hostage. The Beechcraft 1900 aircraft was carrying 17 passengers and two crew members on a domestic flight from Bucaramanga to Cucuta. The prisoner was escorted aboard the plane by two armed police guards but was not handcuffed. Approximately eight minutes after takeoff from Palo Negro Airport, the hijacker produced a knife. He forced the pilots to land the plane at an airstrip near El Tornillo, located approximately 150 kilometers north of Bogota. The hijacker then fled into the jungle, taking one of the guards as a hostage. A right-wing paramilitary unit observed the plane land at the airstrip, chased and killed the hijacker, and released the hostage.

### **July 7, 2000—Robbery of Aircraft—Brazil \***

A group of 15 heavily-armed men stormed the tarmac at Brasilia's International Airport and stole about (U.S.) \$500,000 in gold from a *Viacao Aérea de Sao Paulo* (VASP) airliner. The incident occurred as the plane was about to take off with 70 passengers bound for Porto Alegre. The perpetrators entered the tarmac area through a cargo hanger and forced open the plane's cargo hold. After a brief shoot-out with airport guards, the thieves escaped through the cargo hanger in three cars. Gunshots pierced the hull of the airplane and scared the passengers, who were not aware that the plane was transporting gold. There were no injuries. While the theft of cargo from airplanes is not uncommon, this incident is unique in that it involved a major air carrier and an international airport.

### **July 15, 2000—General Aviation Commandeering—Venezuela**

The son of the owner of Servivensa and *Aerovias Venezolanas* (Avensa) airlines was taken hostage and the plane he was flying seized by approximately 12 individuals. The plane, a Beechcraft King 90 aircraft, was owned by Servivensa. Shortly after the owner's son landed the plane on an airstrip that adjoined his property outside Valencia, Carabobo State, the kidnappers appeared and took him and the plane with them.

The kidnappers subsequently made several ransom demands but there is no information that the hostage was released. Authorities believe that this incident was initiated by a Colombian drug cartel that recruited several criminals to steal the plane for use in drug trafficking operations.

### **August 16, 2000—Hijacking—VASP—Brazil**

Eight men hijacked a VASP airliner and stole the equivalent of almost (U.S.) \$3 million from the cargo hold. The Boeing 737-200 aircraft had just taken off from Foz de Iguacu with 60 passengers en route to Curitiba when the hijackers took over the plane. The men forced the pilot to land on a remote airstrip in the northern forests of Parana and fled with the money bags in a waiting getaway vehicle. The pilot then flew the plane to Londrina, which was closer than the original destination, and was immediately surrounded by police units upon landing. All the hijackers had fled from the plane at the airstrip, however. Although at least one shot was fired during the incident there were no injuries. Because the hijackers boarded the plane as passengers, police suspect that they were aided by airport employees in smuggling aboard their weapons. The alleged leader of the hijackers, a key Brazilian drug dealer, was arrested on August 29.

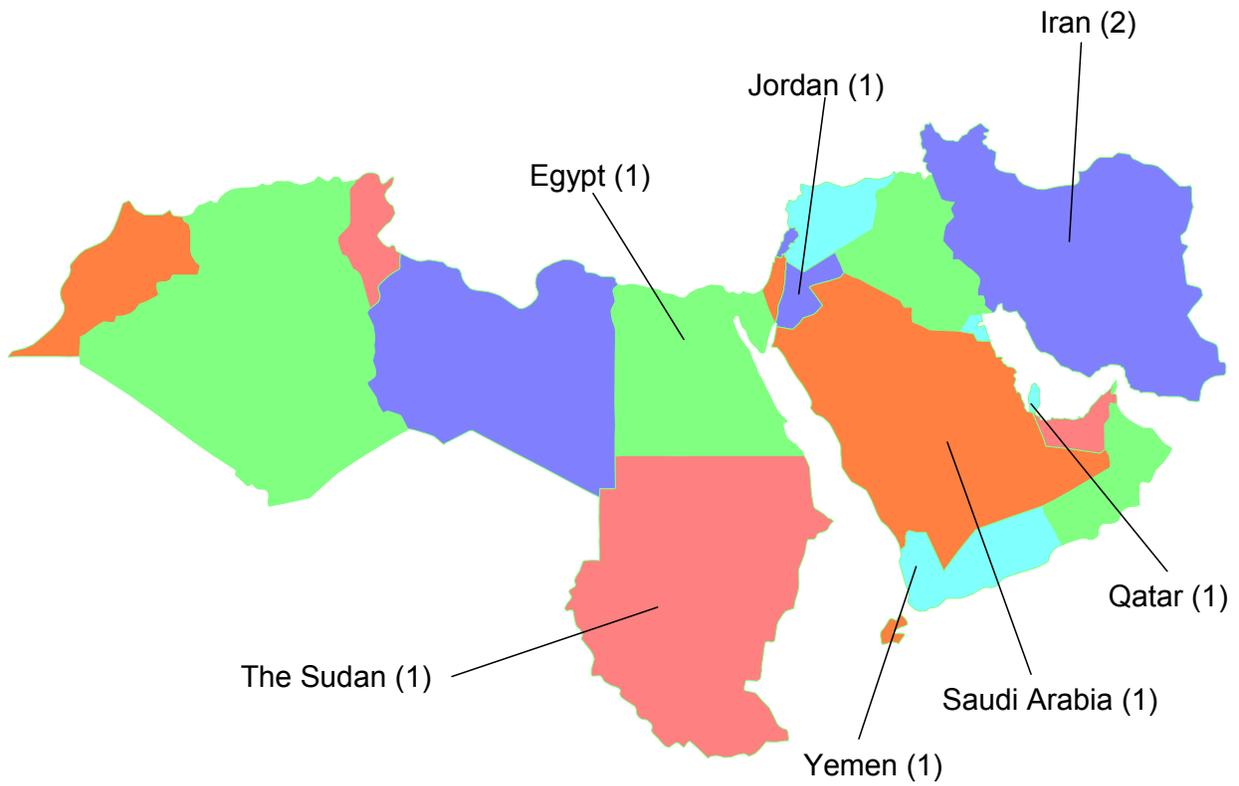
**September 8, 2000—Hijacking—Aires S. A.—Colombia**

An armed man forced the crew of Colombia's Aires S. A. flight 8092 to divert from its Nieva-to-Florencia route. The man, a prisoner being transported to Florencia to stand trial, obtained a pistol hidden in one of the aircraft's lavatories and then gained access to the cockpit. He forced the plane to land in San Vicente del Caguan, an area in the demilitarized zone that is controlled by FARC rebels. Authorities claim that the prisoner was a FARC member and was taken off the aircraft in San Vicente del Caguan by the insurgency group. The plane was then allowed to continue to Florencia. None of the 25 passengers or crew was harmed. FARC denied that the prisoner was a member of their organization. The group later refused to return the hijacker, stating that they themselves would deal with him. No further information is available.

**September 19, 2000—Theft of Aircraft—Cuba \***

A Cuban Antonov AN-2 aircraft, which was initially reported by the Cuban government as having been hijacked, crashed into the Gulf of Mexico. Following interviews with the nine survivors (one death occurred as a result of the crash), U.S. authorities concluded that there was no evidence that the commuter aircraft had been hijacked. Instead, the pilot and other passengers stole the plane to escape from Cuba. The plane ran out of fuel while en route to the United States and crashed into the water.

# Middle East and North Africa



Incidents included in statistics: 8  
Incidents not included in statistics: 0

## Chronology

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March 30	Attack—Kassala Airport	Sudan
May 11	Hijacking—EgyptAir	Egypt
July 5	Hijacking—Royal Jordanian	Jordan
September 14	Hijacking—Qatar Airways	Qatar to Saudi Arabia
September 24	Hijacking—Iran Air	Iran
September 28	Hijacking—Royal Jordanian	Yemen to Jordan
October 14	Hijacking—Saudi Arabian Airlines	Saudi Arabia to Iraq
November 13	Hijacking—Ariatour Airlines	Iran

### **March 30, 2000—Attack—Kassala Airport—Sudan**

Sudanese rebels attacked the airport in the eastern Sudanese town of Kassala. Following the attack, some news sources reported that an Antonov aircraft, an ammunition depot, and the control tower had been destroyed. Government-run news sources denied those reports, however, stating that rockets fired by the New Democratic Alliance (NDA) rebels missed all targets. The attack occurred four days before peace talks between the government and rebels were to resume in Nairobi, Kenya. In the two weeks preceding the attack, combined NDA and SPLA troops had been engaging government army units on various fronts in eastern Sudan, particularly around the Kassala area.

### **May 11, 2000—Hijacking—EgyptAir—Egypt**

A man brandished a jar of hair gel and claimed it to be a bomb on board EgyptAir flight 233 on a domestic trip from Cairo to Aswan. The hijacker told the chief flight attendant that he wanted to go to Afghanistan so that he could find a job. After making the demand, the hijacker attempted to storm the cockpit of the Airbus A321 aircraft but was unable to gain entry and was overpowered by crew members. The plane landed in Aswan where the hijacker was taken into custody and charged with air piracy and threatening the lives of airplane passengers. None of the 19 people on the flight were injured.

### **July 5, 2000—Hijacking—Royal Jordanian—Jordan**

A Syrian national hijacked Royal Jordanian flight 435 en route to Damascus, Syria, from Amman, Jordan. About ten minutes into the flight, the hijacker told a flight attendant that he wanted the plane, an Airbus A320 aircraft with 84 passengers and 12 crew, to be diverted to Germany or another European country. The man was armed with an “old” pistol and an “almost worn-out” hand grenade, which he had smuggled aboard the plane in a portable cassette player.

After the hijacker fired two shots and pulled the pin of the grenade, he was shot and killed by a Jordanian air marshal. The grenade rolled down the aisle of the plane and detonated under a seat. The blast injured 15 passengers, none seriously, and tore a 12” deep hole in the floor of the cabin of the plane. The pilot and copilot were able to return the plane to Queen Alia International Airport in Amman.

Several members of the hijacker’s family were on board the plane, but they were not believed to have involvement in the hijacking. The hijacker reportedly had lived briefly in Germany and had made several attempts to return there. His motive for hijacking the plane allegedly was to seek asylum because he did not want to return to Syria.

### **September 14, 2000—Hijacking—Qatar Airways—Qatar to Saudi Arabia**

An Iraqi armed with what was described as “a large knife” hijacked Qatar Airways flight 404. The plane, an Airbus A300 aircraft with 131 passengers and 11 crew members, was en route from Doha, Qatar, to Amman, Jordan. The hijacking occurred as the plane was beginning its descent into Amman. The hijacker demanded that the plane land in Saudi Arabia and threatened to blow up the aircraft. The hijacker had unsuccessfully sought asylum in Qatar and was being returned to Jordan by Qatari authorities. As Jordan routinely deports any Iraqi who arrives without proper documentation, the hijacker feared being sent back to Iraq. Unsure whether the hijacker held a bomb, the pilot declared an emergency and landed at Ha’il, Saudi Arabia, where the hijacker peacefully surrendered to authorities. There were no injuries to anyone on the plane. The hijacker said that all he had was a “wooden stick, a comb, and a piece of broken mirror.” The Qatar Airways flight continued on to Amman, and the hijacker was returned to Doha.

The hijacker stood trial in Qatar and on October 31 was sentenced to serve five years in prison. According to the hijacker’s lawyer, he committed his act to draw attention to the plight of Iraqis under U.N.-imposed sanctions.

This hijacking is a politically-motivated incident.

#### **September 24, 2000—Hijacking—Iran Air—Iran**

A lone hijacker armed with a fake pistol and a gasoline bomb hijacked a domestic Iran Air flight bound for Tehran from Shiraz. The hijacker, who demanded to be taken to France, attempted to start a fire on the Fokker 100 aircraft but was quickly overpowered by in-flight security officers. The plane was diverted to the airport at Isfahan, where the hijacker was handed over to authorities.

#### **September 28, 2000—Hijacking—Royal Jordanian—Yemen to Jordan**

As a Royal Jordanian flight bound from Sana'a, Yemen, was about to land in Amman, Jordan, an Iraqi national passed a note to the pilot through a flight attendant. The man indicated in the note that he had been ordered to hijack the plane and kill the pilot. He stated that he was carrying an explosive device but was unwilling to carry out his "mission" because he did not want "to harm Jordan or its reputation." He also said that he wanted to meet with reporters and U.N. representatives in order to identify those who had tasked him. After the plane, an Airbus A310 aircraft with 199 passengers, landed, the hijacker surrendered to authorities who determined that the explosive device he was carrying was fake. Upon further investigation, it was determined that the man had acted alone and probably made up his story to seek asylum in Jordan.

#### **October 14, 2000—Hijacking—Saudi Arabian Airlines—Saudi Arabia to Iraq**

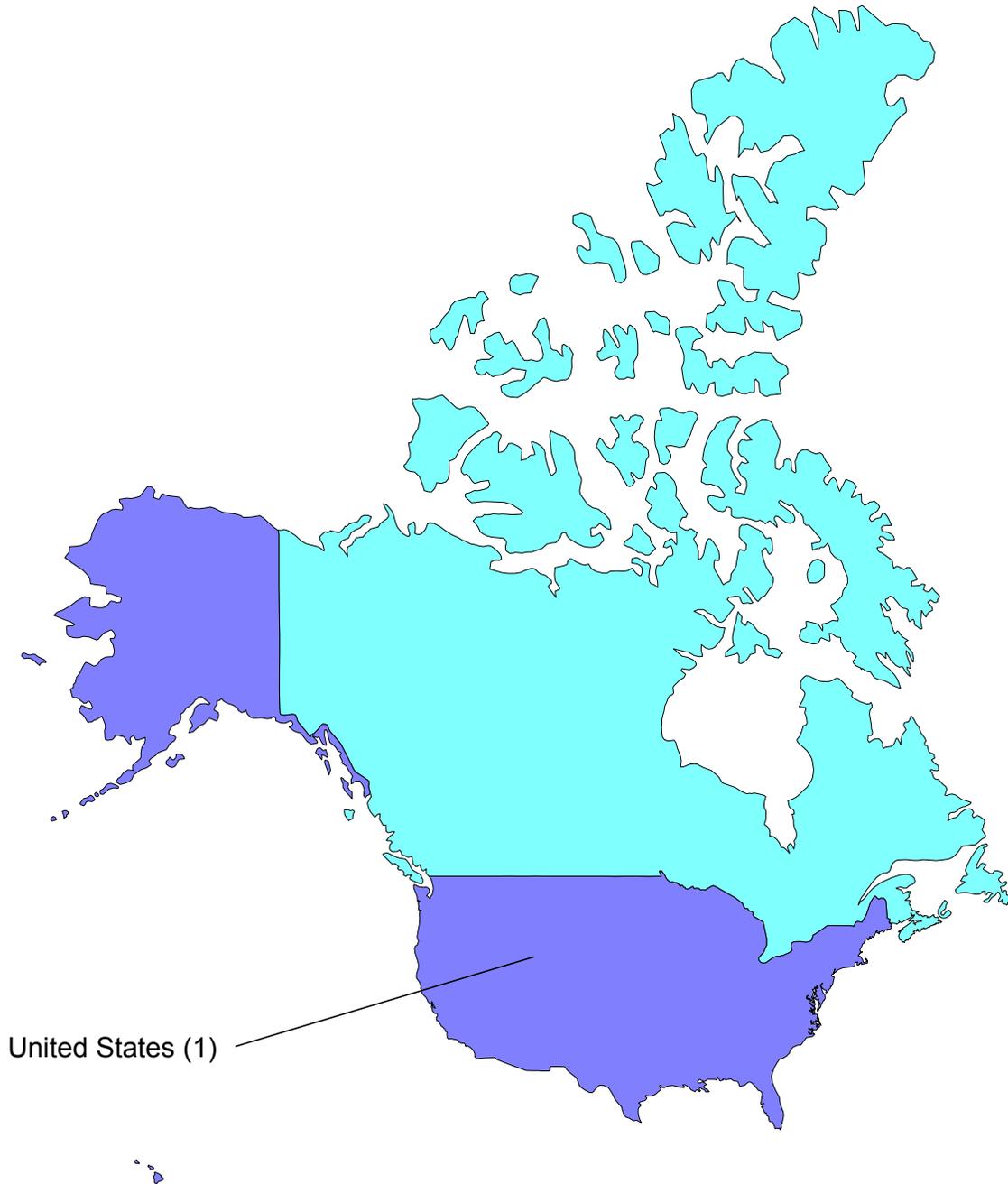
Two armed men, both Saudi security officers employed at Jeddah's King Abdul Aziz International Airport, hijacked Saudi Arabian Airlines flight 115, bound for London, England. The hijackers initially demanded to be flown to Damascus, Syria; however, Syrian authorities refused to accept the aircraft. Iraq agreed to allow the plane, a Boeing 777-200 aircraft, to land at Baghdad, where all of the 91 passengers and 16 crew members were released unharmed. The hijackers issued a statement demanding political reforms in Saudi Arabia, but Saudi authorities discounted any political or religious motivation for the pair. The plane and its crew and passengers returned safely to Riyadh, Saudi Arabia, on October 15, while the hijackers remained in Iraqi custody.

This hijacking is a politically-motivated incident.

#### **November 13, 2000—Hijacking—Ariatour Airlines—Iran**

Armed men hijacked domestic Iranian Ariatour Airlines flight 1492, a Yakovlev YAK 40 aircraft, bound from Ahvaz to Bandar Abbas. The hijackers apparently were part of a group of four families demanding to be flown to the United States. The hijacking was foiled by members of the Iranian Revolutionary Guards Corps (IRGC), which is responsible for security on Iranian flights. During the ensuing struggle, one IRGC member was shot and a second stabbed. A flight attendant and five hijackers were also injured. The plane landed safely at Bandar Abbas Airport, and the hijacking ended when the pilots escaped from the cockpit. The hijackers and their families, a total of 23 people, were placed under arrest.

# North America



United States (1)

Incidents included in statistics: 1

Incidents not included in statistics: 1

## Chronology

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March 16	Interference With Flight Crew	United States *
July 27	Commandeering—National Airlines	United States

\* Incident Not Counted in Statistics

### **March 16, 2000—Interference With Flight Crew—United States \***

A passenger on board Alaska Airlines flight 259 forced his way into the cockpit and tried to grab the plane's throttles and fuel controls. The plane, a McDonnell Douglas 80 aircraft, was en route from Puerto Vallarta, Mexico, to San Francisco, California, with 48 passengers and crew. The passenger shouted that he wanted to kill everyone when he broke through the locked cockpit door. The first officer struck the passenger with the handle of the crash ax and then struggled with him before suffering a gash on his hand. Upon hearing the captain's call for assistance, several passengers helped subdue the subject. The pilot declared an in-flight emergency and landed at the San Jose, California, international airport. The passenger was arrested and taken to a hospital for observation. Prior to entering the flight deck, the passenger had been disruptive, to include changing seats, running in the aisle, and pushing the flight attendants. He also pulled a three-inch knife on another passenger but did not use it either in gaining access to or fighting in the cockpit.

The passenger was indicted by a federal grand jury on two felony counts related to aircraft violence, each of which carries a possible 20-year prison sentence. As of mid-December, however, prosecutors indicated that they were willing to drop all charges against the individual conditional upon his staying out of trouble for 18 months. Psychiatrists determined that the subject had been acting under the influence of a mental disturbance influenced by encephalitis, according to media reporting.

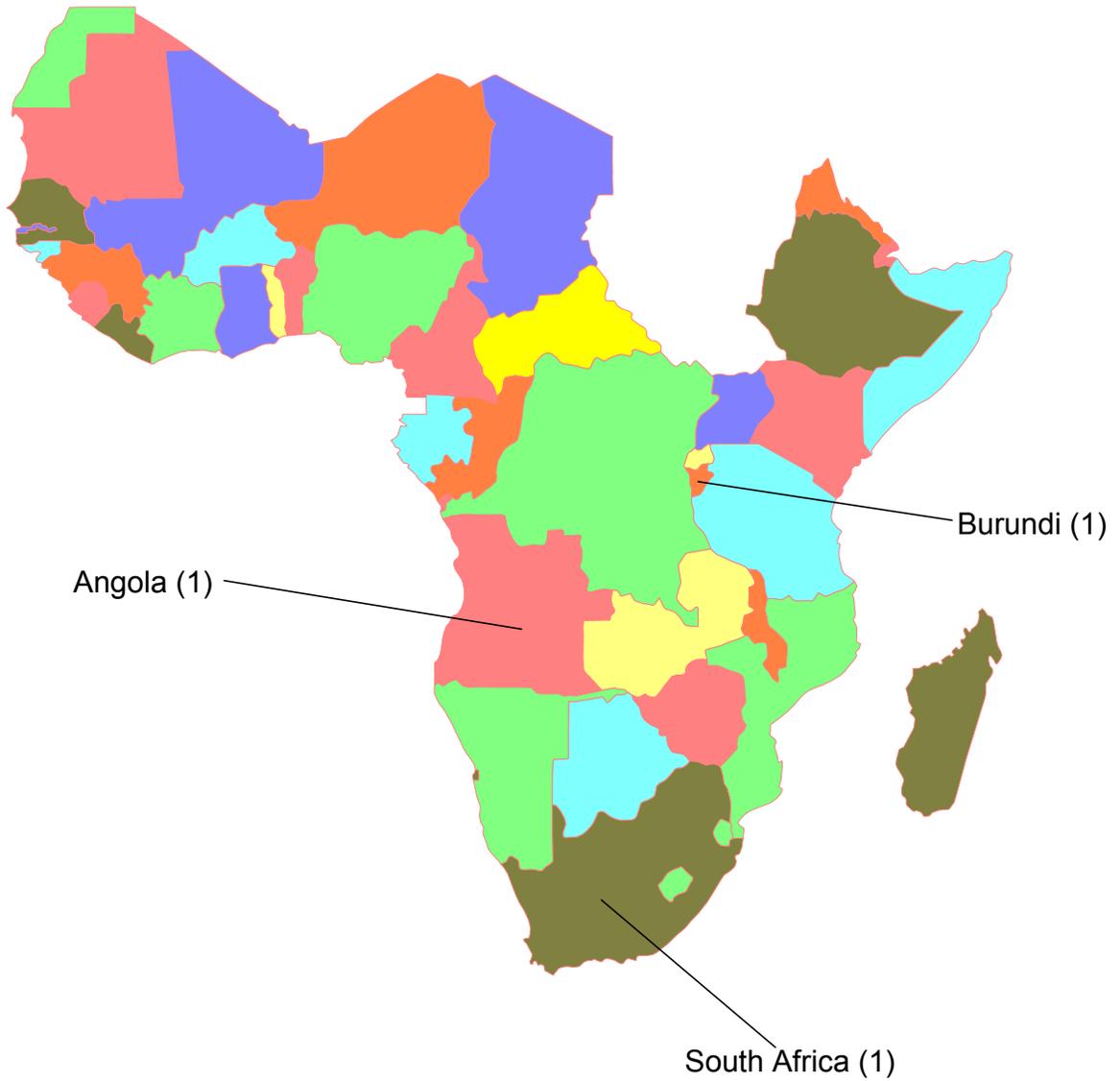
### **July 27, 2000—Commandeering—National Airlines—United States**

An armed individual walked past a security checkpoint at New York's JFK International Airport and on to National Airlines flight 019. The incident happened in Terminal 4 at approximately 2230 hours local, as passengers were boarding the Boeing 757-200 aircraft for a flight to Las Vegas, Nevada. The man showed his weapon, a Smith and Wesson 10 mm handgun, when challenged by a checkpoint screener, and then ran on to the jetway. He encountered a flight attendant and ordered her to close the plane's access door. The gunman then entered the plane behind the first class passenger section and immediately went to the cockpit with his gun drawn. He put the gun to the pilot's head and ordered him to fly south. First class passengers noticed the man's gun as he went down the aisle and began to leave the plane. Flight attendants in the rear of the cabin deployed chutes to allow other passengers to deplane. Approximately 124 of 142 passengers and seven crew members were on the plane at the time of this incident.

Police arrived within minutes of being notified, surrounded the plane, and began negotiations with the gunman. The pilot was initially told by the gunman to fly to Miami, Florida, but the gunman later said that he wanted to be flown to Antarctica. He also demanded to speak to someone from the Argentine Embassy. The pilot was released shortly after midnight and the copilot was released about 40 minutes later. The gunman peacefully surrendered at around 0330 hours local, July 28, and was taken into custody. He was arraigned in U.S. District Court, Brooklyn, on July 28 and charged with air piracy. He was ordered to undergo a psychiatric evaluation.

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# Sub-Saharan Africa



Incidents included in statistics: 3  
Incidents not included in statistics: 2

## Chronology

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July 18	Bombing—Cape Town Airport	South Africa
October 31	Possible Shoot Down of Aircraft	Angola *
December 1	Hijacking	Democratic Republic of Congo *
December 4	Shooting at Aircraft	Burundi
December 28	Attack—Benguela Airport	Angola

\* Incident Not Counted in Statistics

### **July 18, 2000—Bombing—Cape Town Airport—South Africa**

An explosive device detonated in a garbage can between the international and domestic departure halls at Cape Town International Airport. The bomb blast littered the road and a nearby parking lot with debris and severely damaged two cars. The blast even catapulted a section of the garbage can over the roof of the terminal building and on to the parking apron. Fortunately, no one was injured, partly because a heavy rain kept people inside the terminal at the time of the explosion. No one claimed credit for the attack, but it coincided with the appearance in court of two People Against Gangsterism and Drugs (PAGAD) members being tried in connection with urban terrorism. The National Director of Public Prosecutions said that he believed the bombing was “an attempt by [PAGAD] to show they are still alive, not dead. It is a futile attempt to demonstrate what they could do...” A PAGAD spokesperson said that his organization was “not in the business” of planting bombs and denied the official’s charges.

### **October 31, 2000—Possible Shoot Down of Aircraft—Angola \***

An Antonov AN-26 twin-engine turboprop aircraft crashed shortly after taking off from the airport in Saurimo, killing all 50 people aboard. Witnesses said the plane, which had been chartered, “appeared to explode” and “went down in flames.” National Union for the Total Independence of Angola (UNITA) rebels claimed to have shot down the plane because it was loaded with diamonds “stolen from our land.” Angola’s civil aviation and military authorities rejected the claim, however, and blamed the crash on a technical problem, as the engines appeared totally “carbonized.”

### **December 1, 2000—Hijacking—Democratic Republic of the Congo \***

An AN-8 aircraft ferrying passengers and commercial goods from rebel-held Goma to Kindu was hijacked shortly after takeoff. The plane had just departed Goma when two passengers threatened to set off a hand grenade in the cabin. The two men, apparently former soldiers, demanded that the plane be flown to an airport in the government-held western part of the country. A DROC rebel aboard the plane killed one of the hijackers when he tried to enter the cockpit. The second hijacker managed to fire seven shots before being overpowered. Fortunately, the other 15 people aboard the plane were not injured. The surviving hijacker was held for questioning. Authorities in Goma blamed lax security at Goma Airport for the incident.

[Editor’s Note: It could not be determined whether this plane was a cargo plane on which there were passengers or a commercial passenger aircraft. For this reason, this incident is not being counted as a commercial aviation hijacking.]

### **December 4, 2000—Shooting at Aircraft—Burundi**

A Sabena flight en route from Brussels, Belgium, to Nairobi, Kenya, came under fire as it was landing at Bujumbura International Airport. The Airbus A300-200 aircraft was hit by 13 machinegun bullets when it was at an altitude of approximately 100 meters. The plane landed safely several minutes after being struck. Of the 158 passengers and 12 crew members aboard the aircraft, only two people were slightly injured. According to the government, the attack was perpetrated by rebels seeking publicity. Various press sources support this theory, saying ethnic Hutu rebels fighting the Tutsi-led government of President Pierre Buyoya operate in the vicinity of the airport. Airport employees were quoted by the press as saying that Hutu rebels had come close to the airport in the days preceding the incident.

### **December 28, 2000—Attack—Benguela Airport—Angola**

The heavily-guarded civilian airport in Benguela was attacked, resulting in damage to the control tower, three airplanes, and the runway. UNITA rebels claimed responsibility for the attack—a firefight—which lasted about two hours. The government, however, claimed that the firefight actually took place outside the airport between security forces and bandits attempting to steal cattle. The government further contended that as the gunmen fled, they fired “indiscriminately at everything,” including the airport. Flights to and from the airport resumed about seven hours after the incident.

# **Feature Articles**

## The Hijacking of Ariana Afghan Airlines Flight 805

Ariana Afghan Airlines flight 805 was hijacked during a domestic flight by a dozen Afghan men on the morning of February 6. While the plane was en route between Kabul, Afghanistan, and the city of Mazar-e-Sharif, Afghan officials from the Taliban-ruled government announced that radio contact with the flight had been lost. A search was launched over the Hindu Kush mountains along the flight path of the plane. While the search was in progress, the plane, with 153 passengers and a crew of 13, landed in Tashkent, Uzbekistan, where it remained for about four hours. Security forces surrounded the aircraft and, although initially hesitant, Uzbek officials agreed to provide food and fuel demanded by the hijackers. Ten passengers also were allowed to deplane.

The aircraft then departed Tashkent for an undisclosed location. By this time, the Taliban had confirmed that the aircraft had been hijacked, but the identities and demands of the hijackers remained unclear. Sometime after departure from Tashkent, the aircraft developed technical problems related to an in-flight loss of fuel, forcing it to divert to the town of Aktyubinsk in remote northwest Kazakhstan. Here, the hijackers demanded more fuel and food and assistance in repairing the fuel leak, as well as weather forecasts for the cities of Moscow, Istanbul, Zurich, and London. Three additional passengers were also allowed to depart the aircraft. The aircraft then took off from Aktyubinsk and headed into Russian airspace, landing at Moscow's Sheremetyevo Airport about three hours later. The hijackers demanded meals and full refueling; nine more passengers were released after both demands had been met. During negotiations with Russian authorities, the pilot also requested navigational charts for European airspace.

After four hours on the ground, the aircraft departed Moscow and was flown to Stansted Airport, north of London, England, where it landed safely early on the morning of February 7. Authorities immediately began negotiations with the hijackers, and over the next three days nine more hostages were released. Meanwhile, Taliban leader Mullah Mohammad Omar issued a statement vowing neither to negotiate with the hijackers nor accede to their demands. On February 9, four men, including the pilot and first officer, escaped from a cockpit window, initiating a tense period in the negotiations. Passengers later stated that they had been threatened and beaten by the hijackers, who became even more violent after the crew members escaped. The remaining crew members reportedly were beaten with whatever the hijackers had in their hands, and one steward was struck with an ax, resulting in a large cut on his head. However, early on the morning of February 10, two hijackers departed the aircraft to hold negotiations with police on the tarmac. After further negotiations, the remaining passengers and crew members were released, and the hijackers surrendered to authorities. At the conclusion of the hijacking, authorities retrieved four handguns, five knives, two grenades (without fuses), two detonators, and a pair of brass knuckles from the aircraft.



AP/Wide World Photos

Cargo Being Unloaded From Plane By Police At Stansted Airport, London

The hijackers never made any political demands during the 75 hours of negotiations with British police, suggesting that the hijacking may have been a plot by the hijackers and some of the passengers to gain asylum in Britain. Of the 166 passengers and crew members on the plane, 77 volunteered to return to Afghanistan and 89 requested asylum. Nineteen of the 89 people who requested asylum were arrested because of suspicions that they were involved in the hijacking. Seven of the 19 were subsequently released, and the remaining 12 were charged in the incident. The charges included hijacking, false imprisonment, possession of a firearm with intent to cause fear of violence, and possession of explosives. Most of the asylum requests of the remaining 77 passengers and crew members (51 adults and 26 dependants) were denied by the British government. By year's end, however, the hijacking trial had not yet begun and most of the 89 passengers and crew were still in England.

Of those who voluntarily returned to Afghanistan, the copilot and two stewards reportedly were arrested. There was a suspicion of crew complicity in the hijacking. All three individuals subsequently fled on foot to Pakistan with their families, and they contacted the United Nations seeking asylum in a third country.

## Theft of Cargo by Armed Assault - 2000

Theft of cargo from airplanes is a worldwide problem for aviation security personnel. Cargo theft takes various forms, from baggage handlers stealing from passengers' luggage to armed assaults against aircraft targeting specific cargo, such as money. It is this latter method of cargo theft, the armed assault, that is addressed in this article. Not all incidents of cargo theft are recorded herein; rather, a few of the more interesting, or widely-publicized, acts are reviewed.

Perpetrators intent on cargo theft generally use one of two modus operandi in carrying out an armed assault. They may board the plane, hijack the flight, and force the crew to land at a predetermined location where the cargo may be off-loaded. Perpetrators may also carry out an airport invasion: entering the air operations area by force and stealing cargo from the aircraft while the plane is still on the ground. At least seven incidents of cargo theft by armed assault occurred in 2000, including two hijacking/commandeering incidents and five tarmac invasions; five incidents occurred in 1999. The statistics for 2000 are consistent with those of past years in that fewer hijacking/commandeering incidents than tarmac invasions occurred.

The greatest number of incidents occurred in Latin America: three airport invasions (two in Brazil and one in Paraguay) and one hijacking (in Brazil). The airport invasions in Brazil took place at Sao Paulo's Congonhas Airport on June 8, and at Brasilia's International Airport on July 7. In both cases, a group of armed men stormed onto the tarmac and engaged in a shoot-out with airport guards before escaping with a shipment of money. In Sao Paulo, the men used pickup trucks to crash through the fence and block the runway before stealing the equivalent of (U.S.) \$1.5 million. In Brasilia, the men entered through a cargo hanger, forced open the plane's cargo hold, and escaped through the cargo hanger in three cars with about (U.S.) \$500,000 in gold. On August 4, heavily-armed gunmen in military-style uniforms entered the tarmac of Asuncion's Silvio Pettirossi Airport through an unstaffed gate using a pickup truck designed to look like a security vehicle. Without firing a shot, the thieves collected the equivalent of (U.S.) \$11.1 million from employees of a security service loading the money on the aircraft.

The hijacking in Brazil took place on August 16 during a domestic flight from Foz de Iguacu to Curitiba. The hijackers forced the plane to land at a remote airstrip in the northern forests where they fled with almost (U.S.) \$3 million taken from the cargo hold. The eight armed hijackers had boarded normally as passengers, leading police to suspect that they were aided by airport employees at Foz de Iguacu.

The two incidents of cargo theft in Europe in 2000 were airport invasions: one occurred in Luxembourg (October 9) and the other in Belgium (October 31). The targets in both incidents were Brinks and Zeigler armored cars that were preparing to load valuables onto aircraft. In Luxembourg, an armored car guard was shot after six gunmen stole approximately 70 kilograms of gold and an unspecified amount of money at Findel Airport and fled in a stolen van. In Brussels, four gunmen stole a shipment of diamonds reportedly worth (U.S.) \$4-6 million from an armored car at the international airport in Brussels. The thieves escaped in a white van that was later found abandoned.

In the one incident in the Asia/Pacific region, two gunmen hijacked a plane that was en route from Wau to Port Moresby, Papua New Guinea, on November 1. As with the Paraguay hijacking, the thieves forced the pilot to land and fled with approximately 15 kilograms of gold.

In all of these incidents, the thieves apparently had foreknowledge of the specific flight, its cargo, and ways to circumvent security. This suggests either insider knowledge or thorough surveillance of the target. Airport invasions may outnumber hijacking/commandeering incidents because of the greater risks and difficulties involved in the latter, including the logistics of getting an aircraft to land at a predetermined location where co-conspirators are waiting. Another reason, at least at secure airports, is proper and effective preboard security measures, which present a formidable barrier to successfully boarding an aircraft while armed.

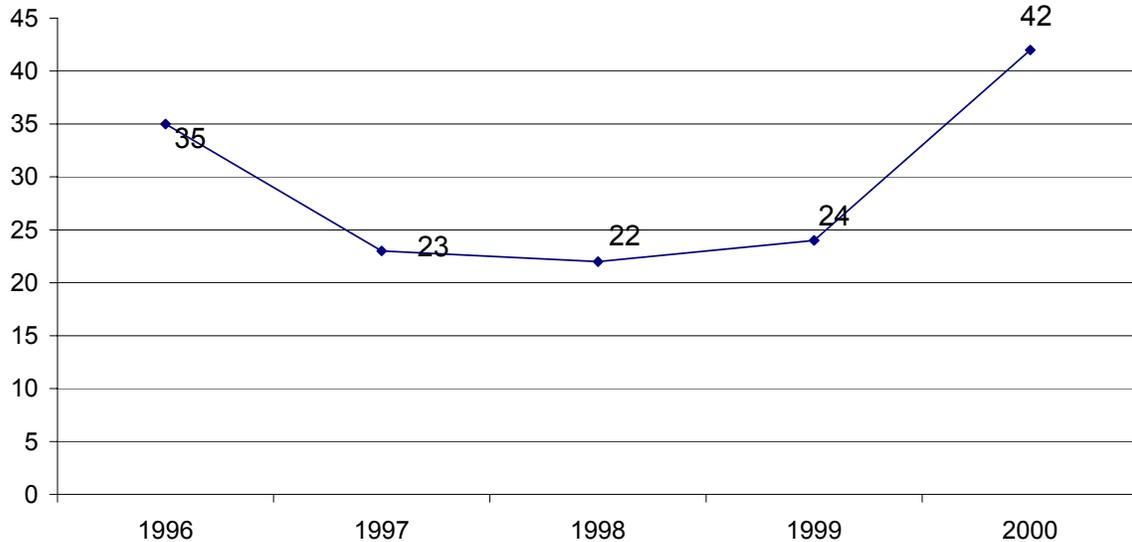
# **Trends**

## **1996-2000**

# Introduction

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## FIVE-YEAR SUMMARY Worldwide Civil Aviation Incidents 1996-2000



This section contains an examination of trends for the five-year period, 1996-2000. Significant incidents involving civil aviation are separated into the following categories:

- "Hijackings of Civil Aviation Aircraft,"
- "Commandeerings of Civil Aviation Aircraft,"
- "Bombings/Attempted Bombings/ Shootings on Civil Aviation Aircraft,"
- "Shootings at In-Flight Aircraft,"
- "Attacks at Airports,"
- "Off-Airport Facility Attacks," and
- "Incidents Involving Charter and General Aviation Aircraft."

Charts are included to present a visual perspective of incidents in these categories.

The 42 incidents in 2000 are the most recorded for any year in the five-year period and the most since 1994. The 42 incidents are also 18 more than what was recorded last year—the most significant increase since 1990-1991 (57 to 120 incidents). The total number of incidents for the five-year period is 146. The second-highest number of

incidents (35) was recorded in 1996. From 1997 through 1999, between 22 and 24 incidents were recorded, with the fewest number being reported in 1998.

In comparing 2000 statistics with those of the previous year, increases occurred in five categories—"Hijackings of Civil Aviation Aircraft," "Commandeerings of Civil Aviation Aircraft," "Attacks at Airports," "Bombings/Attempted Bombings/ Shootings on Civil Aviation Aircraft," and "Incidents Involving Charter and General Aviation Aircraft." The largest increase occurred in the "Attacks at Airports" category in which 13 incidents were recorded in 2000 compared to none in 1999. Nine more hijacking incidents were recorded in 2000 than in the previous year (20 vice 11). Two more commandeering incidents took place in 2000, and one more charter/general aviation incident and bombing/attempted bombing/shooting on an airplane incident was recorded. There were fewer shootings at in-flight aircraft incidents in 2000 compared to 1999 (one vice three) and no off-airport facility attacks, compared to six in 1999.

During the past few years, the relatively low number of incidents that were recorded may have been interpreted as an indication that the threat to civil aviation was decreasing. The fact that the number of aviation-related incidents in 2000 increased by 75% proves such an interpretation to be premature. To be sure, the threat to civil aviation has not significantly decreased. In addition to the ever-present threat of a terrorist hijacking or bombing, an individual who hijacks a plane to seek asylum, a guerrilla group that attacks an airport, or a terrorist group that bombs an airline ticket office, constitutes a threat as well. The increase in the number of incidents in 2000 attests to the fact that civil aviation continues to be a target of terrorists and non-terrorists alike.

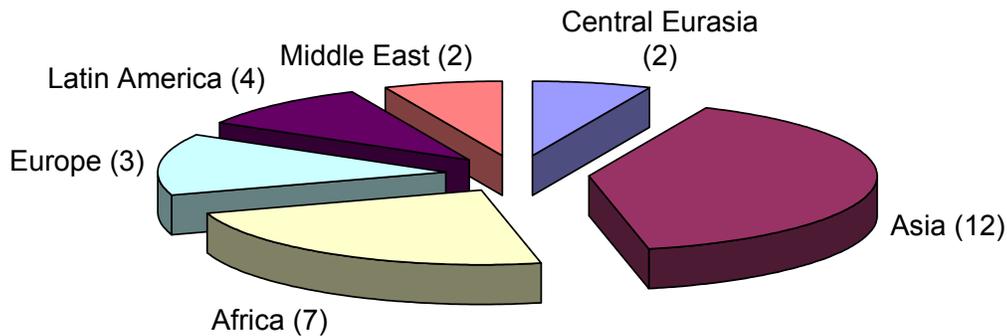
Although there were no watershed terrorist incidents in 2000, such as the 1988 bombing of Pan Am 103, the terrorist threat remains. The most recent significant aviation-related terrorist action was the December 1999 hijacking of an Indian Airlines plane by members of a Kashmiri separatist group. There continues to be concern that the hijacking may either be copied or spur others to commit acts, because this incident succeeded in gaining the release of prisoners and the hijackers have never been caught. Another threat is attributed to terrorist financier Usama Bin Laden, who has been indicted for the August 1998 bombings of the U.S. embassies in Tanzania and Kenya. Although Bin Laden is not known to have attacked civil aviation, he has both the motivation and the wherewithal to do so. Bin Laden's anti-Western and anti-American attitudes make him and his followers a significant threat to civil aviation, particularly to U.S. civil aviation. Finally, another example that the terrorist threat has not diminished is the plot by convicted World Trade Center bomber Ramzi Yousef of several years ago. In 1994, Yousef masterminded a conspiracy to place explosive devices on as many as 12 U.S. airliners flying out of the Far East. In December 1994, as a test for his more elaborate scheme, Yousef placed and exploded a device on a Philippine Airlines plane killing one person. Although Yousef is currently in prison, at least one other accused participant in the conspiracy remains at large. There are concerns that this individual or others of Yousef's ilk who may possess similar skills pose a continuing threat to civil aviation interests.

There is every reason to believe that civil aviation will continue to be an attractive target for terrorist groups. The publicity and fear generated by a terrorist hijacking or bombing of an aircraft can be a powerful attraction to a group seeking to make a statement or promote a particular cause. Civil aviation will also continue to be used by individuals who are acting to further personal goals, such as asylum seekers. It matters not to them that most individuals who hijack an aircraft for personal goals are prosecuted for their actions. So long as factors such as these exist, the threat to civil aviation will remain significant; that some years pass with fewer incidents does not necessarily indicate that the threat has diminished. Increased awareness and vigilance are necessary to deter future incidents—be they from terrorists or non-terrorists. It is important to do the utmost to prevent such acts rather than to lower security measures by interpreting the statistics as indicating a decreasing threat.

## **Attacks at Airports**

Thirty attacks have been recorded at airports throughout the world during the past five years. These attacks include 14 bombings; 7 attempted bombings; and 9 other incidents such as shootings, shellings (artillery or mortar attacks), arsons, and similar incidents. The most incidents in one year (13) were recorded in 2000. Eight incidents were recorded in 1996, six in 1997, and three in 1998. No incidents were recorded in 1999. Ten people have been reported killed and more than 90 injured in attacks at airports during the five-year period.

A majority of the airport attacks (12) occurred in the Asia/Pacific region. Seven incidents were recorded in sub-Saharan Africa, four in the Latin America/Caribbean region, and three in Europe. Central Eurasia and the Middle East/North Africa region each recorded two incidents. Worldwide, the Philippines recorded the most incidents (4) for any one country in the five-year period, and two incidents were recorded in several different countries. Manila's Ninoy Aquino International Airport in the Philippines was targeted three times between 1996 and 2000, the most in the five-year period. Two of these incidents occurred in 2000. Wattay Airport in Vientiane, Laos, was also targeted twice in 2000.

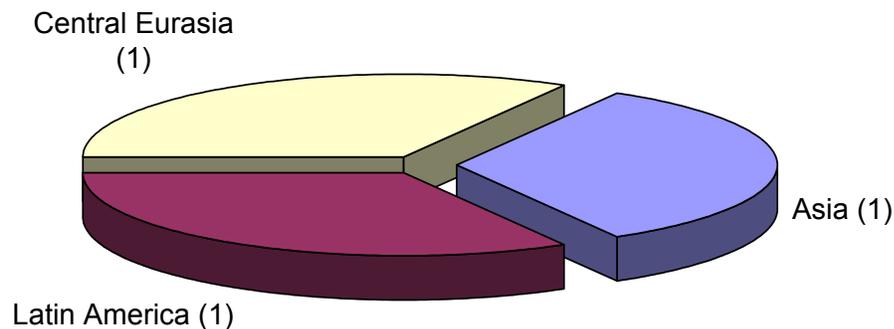


**Attacks at Airports,  
1996-2000  
30 Incidents**

Five of the 30 airport attacks in the five-year period are considered politically-motivated incidents. Three of the six incidents were claimed—two by the Basque Liberty and Fatherland (ETA) in Spain and one by the Revolutionary Worker's Association in Japan. Three of the politically-motivated incidents occurred in 1996, and one occurred in each of the years 1997 and 1998. Spain was the site of two of the politically-motivated incidents, the most of any single country during the five-year period.

The deadliest airport attack occurred in Pakistan in July 1996. A bomb, concealed in a briefcase, exploded outside the domestic departure lounge at Lahore International Airport. Six people were killed and 32 injured in the attack.

## **Bombings/Attempted Bombings/ Shootings on Civil Aviation Aircraft**



## **Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft, 1996-2000**

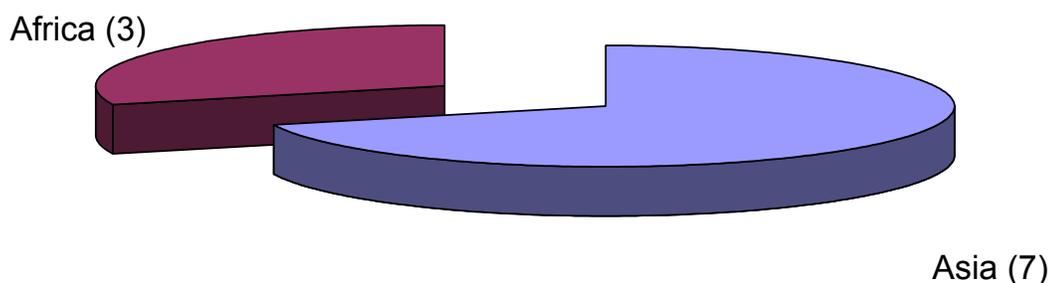
Between 1996 and 2000, one bombing and two attempted bombings occurred on civil aviation aircraft—the bombing in 1997 and the attempted bombings in 1996 and 2000. The incident in which an explosive device detonated on an in-flight aircraft involved a Transporte Aereo Mercosur (TAM ) flight (Brazil; July 1997). The plane landed safely, but a passenger was killed. In this incident, a passenger, apparently intent on suicide, brought the device aboard the plane. The explosion tore a hole in the plane’s fuselage but only injured the bomber; an innocent passenger was killed and several others were injured. The first of the two attempted bombing incidents involved an All Nippon Airways flight in Japan in November 1996. The device was in checked luggage and was found when the bag could not be matched with a passenger on the flight. The more recent attempted bombing occurred on a plane that had arrived in Moscow, Russia, from Uzbekistan. The device, described as “home made,” was discovered in the plane’s lavatory after the plane had landed. Neither of these incidents is considered politically motivated.

## **Shootings at In-Flight Aircraft**

These incidents include acts in which in-flight aircraft (commercial and general/charter aviation) are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This category does not include all incidents of this type but only those judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties. Attacks against law enforcement aircraft, such as drug eradication planes, are not counted. Similarly, attacks against military aircraft, even if carrying civilian passenger

loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted.

Ten incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Nine of the planes crashed, killing at least 80 people. The exact number of fatalities is uncertain, because the number of deaths in two crashes is unknown. The highest number of known fatalities occurred in 1998 when three crashes killed at least 64 people (fatalities in a fourth crash are unknown). The four crashes in 1998 were also the most incidents for any single year in the five-year period. Three incidents were recorded in 1999, two incidents were recorded in 1996, and one incident was recorded in 2000. Two incidents are considered politically motivated: two aircraft flown by a Cuban exile group were shot down by a Cuban military plane in 1996, and four people died.



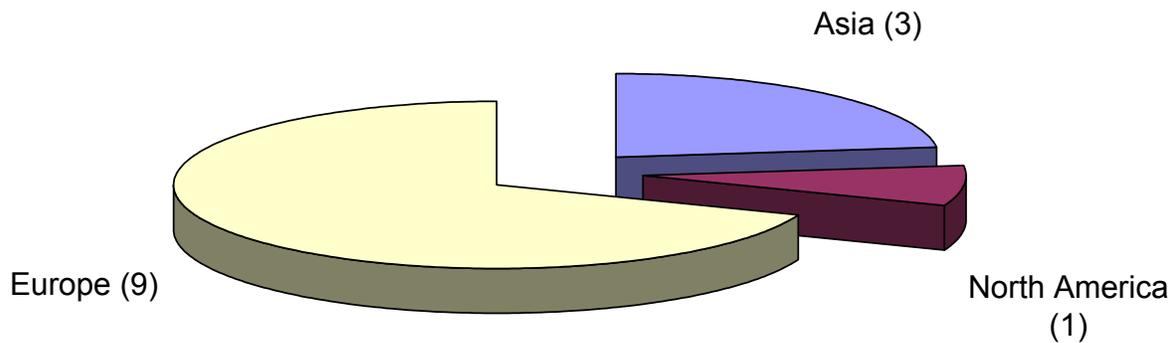
### **Shootings at In-Flight Aircraft, 1996-2000 10 Incidents**

Seven of the ten attacks between 1996 and 2000 occurred in sub-Saharan Africa (four in Angola). Antigovernment rebels are either credited with or believed responsible for the majority of these incidents. The planes crashed in six of the seven incidents accounting for all but four of the known fatalities in the period. The other three attacks occurred in the Latin America and the Caribbean geographic region.

1998 was by far the deadliest year of the five-year period. Four aircraft were shot down resulting in at least 64 of the 80 known fatalities recorded between 1996 and 2000. Three of the four incidents took place in sub-Saharan Africa. The most fatalities occurred in October 1998 when at least 40 people were killed after antigovernment rebels shot down a plane with a missile in the Democratic Republic of Congo. The rebels claimed the plane was bringing government troops and supplies into a war zone, but there were other claims that the plane was evacuating civilians. In addition, two planes shot down during fighting in Angola in December 1998 claimed the lives of at least 24 people. An unknown number of people were also killed when a helicopter was shot down by rebels in Colombia in October 1998. Another multi-fatality incident took place in 1999 when a U.N. transport plane with eight or nine passengers was shot down in Angola. There were no reported survivors.

## Off-Airport Facility Attacks

Incidents in this category include attacks against civil aviation assets that are not located within the perimeter of an airport, such as air navigational aid equipment, and airline ticket offices. These targets are attractive because they are usually unguarded and/or easily accessible. Thirteen such attacks have been recorded in the past five years. The greatest number of incidents in one year (6) occurred in 1999; the fewest (0) in 2000. Three incidents were recorded in each of the years 1996 and 1997, and one incident was recorded in 1998.



### Off-Airport Facility Attacks, 1996-2000 13 Incidents

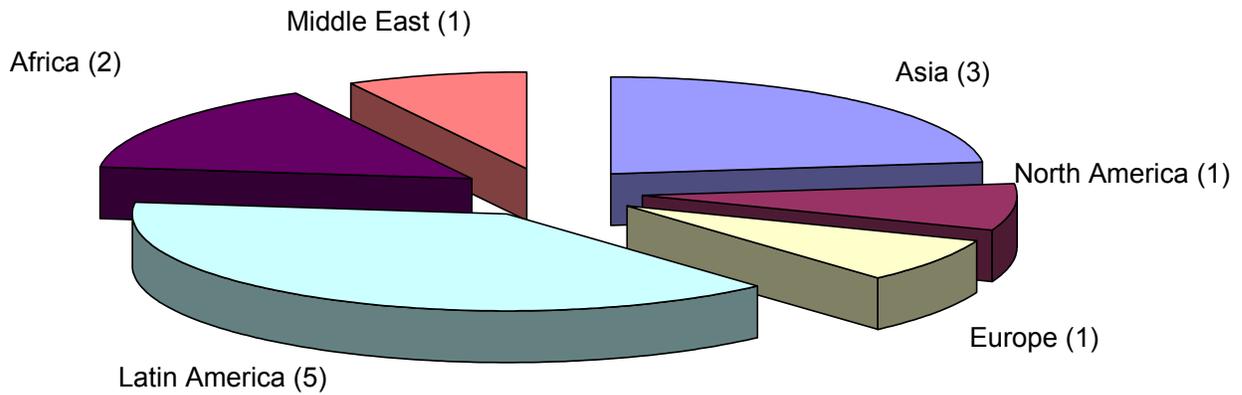
All but one of the 13 off-airport facility attacks have been against ticket offices. These attacks include bombings (explosives or incendiary devices), attempted bombings, arsons, and various assaults. Aeroflot interests were attacked three times in the past five years, the most for the period. American Airlines and Alitalia interests were each attacked twice. Other targets included the interests of Air France, Air India, Olympic Airlines, and Pakistan International Airlines. The sole non-ticket office attack involved the destruction of navigation aid equipment in Colombia in 1999. Nine of the 13 incidents between 1996 and 2000 took place in Europe; three were recorded in the Asia/Pacific region and one in the Latin America/Caribbean region.

Eight of the 13 incidents are considered politically motivated; all occurred in Europe. Three incidents were recorded in Greece, the most for any one country. Three politically-motivated incidents were recorded in each of the years 1997 and 1999; one incident was recorded each year in 1996 and 1998.

## Incidents Involving General Aviation/Charter Aviation

During the past five years, 13 incidents involving general or charter aviation aircraft have been recorded. The majority of the incidents (8) were hijackings, and one aircraft was commandeered. In addition, two instances of

robbery and two instances of aircraft being deliberately damaged were recorded. Six incidents occurred in 1996, three in 2000, two in 1999, and one each year in 1997 and 1998. The Latin America/Caribbean region recorded the most incidents (5) of any geographic area in the five-year period. Papua New Guinea recorded the most incidents (two) of any country.

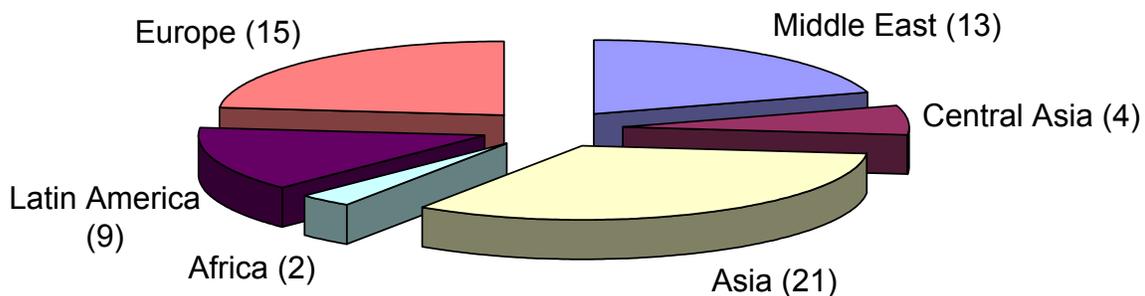


**Incidents Involving General Aviation/Charter Aviation  
1996-2000  
13 Incidents**

### Hijackings of Civil Aviation Aircraft

An incident is defined as a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, once the doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers) by one or more of the following criteria: the act involves the claim or use of a weapon; it is committed by a terrorist group or someone acting on behalf of a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, previously prepared note, more than one hijacker, etc.). There is no distinction made between incidents in which a plane does not divert from its flight plan and those that do. Hijacking incidents involving general aviation or charter aircraft are recorded separately and are not included in this category.

Between 1996 and 2000, sixty-four hijackings of civil aviation aircraft were recorded worldwide. Twenty hijackings occurred in 2000. This number is six more than the second-highest total of the five-year period (14), recorded in 1996. Nine incidents in 1998 were the fewest number of hijackings in the five-year period. Ten hijackings were recorded in 1997 and 11 in 1998.



### **Hijackings of Civil Aviation Aircraft, 1996-2000 64 Incidents**

Of the 20 hijackings in 2000, seven were recorded in the Middle East/North Africa region. Six hijackings were also recorded in the Asia and the Pacific region, three in the Latin America/Caribbean region, two in Central Eurasia, and two in Europe. No hijackings occurred in either sub-Saharan Africa or North America in 2000. The last hijackings in these regions occurred in 1996 and 1991, respectively. In those geographic regions in which hijackings occurred in 2000, all areas except Europe recorded an increase over 1999. The hijackings that were recorded in Asia/Pacific (6), Central Eurasia (2), the Latin America/Caribbean region (3), and the Middle East/North Africa region (7) were the most for those areas in the five-year period. The seven hijackings in the Middle East/North Africa region were also the most for any region between 1996 and 2000. The two hijackings recorded in Europe in 2000 equaled the number in 1997 as the fewest for that region in the five-year period.

Fourteen of the 20 hijacking incidents in 2000 involved planes flying domestic routes, and 44 of the 64 hijackings between 1996 and 2000 occurred during domestic flights. In 2000, thirteen of the 20 hijacked planes diverted from their original flight plan and landed in a location different from the intended destination.

Of all geographic regions in the 1996-2000 period, the highest number of hijackings (21 incidents or 32.8%) were recorded in the Asia and the Pacific region, with China having the most incidents (10). Europe had the second highest number of hijackings (15 incidents or 23.4%), with Turkey recording the highest number of incidents--four. The Middle East/North Africa region ranks third with 13 hijackings (20.3%), of which Iran recorded four incidents. Latin America and the Caribbean area recorded nine hijackings (14.1%); Colombia's three incidents are the most in this region. Four incidents (6.3%) were recorded in Central Eurasia, three of them in Russia. In the sub-Saharan Africa region (two incidents or 3.1%), Ethiopia and Mauritania each recorded one hijacking. No hijackings occurred in North America during the five-year period.

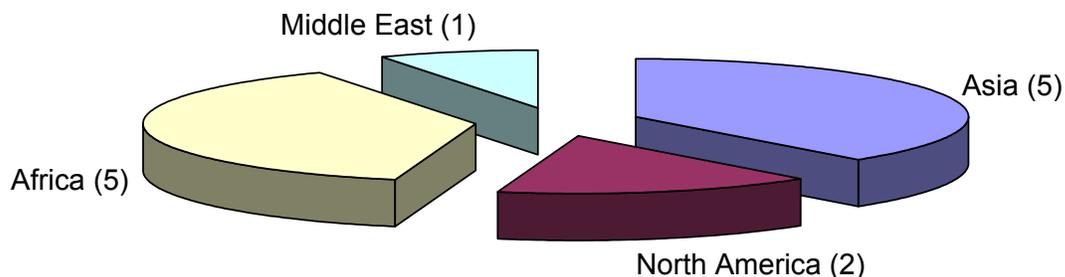
Personal factors, such as seeking to escape social, political or economic conditions in one's homeland, are often motives for hijacking aircraft. Thirty-eight of the 64 hijackings between 1996 and 2000 were committed for personal reasons. Of the remaining incidents, ten were committed for reasons that are either unknown or unclear,

ten were politically motivated, and six were criminally motivated. In 2000, three politically-motivated hijackings occurred: one to protest the plight of the Iraqi people and two to seek political reforms. None of these incidents involved terrorist groups. Among the other hijacking incidents in 2000, thirteen were committed for personal reasons, three were criminally motivated, and the motive behind one is either unknown or unclear.

One noteworthy hijacking of the five-year period was the Indian Airlines incident of late December 1999. Armed hijackers seized the plane and held passengers and crew hostage for a week before releasing them. Among the hijackers' demands to the Indian Government was the release from prison of a leader and members of a Kashmiri separatist group. The prisoners were released and the hijackers have never been caught. Less than two months later, in February 2000, hijackers seized an Ariana Afghan Airlines plane, and took it to London, England. Stops were made en route in Uzbekistan and Russia. Eighty-nine of the 166 passengers and crew requested asylum in London, and the others returned to Afghanistan. Twelve of those who requested asylum were eventually charged in connection with the hijacking, although their trials had not yet begun by year's end. Most of the others' asylum requests were denied.

## Commandeerings of Civil Aviation Aircraft

Commandeerings occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne. The criteria for determining a commandeering as opposed to other on-board situations are the same as those concerning a hijacking. Incidents of commandeered general aviation or charter aircraft are not included in this category.



### Commandeerings of Civil Aviation Aircraft, 1996-2000 13 Incidents

Thirteen civil aviation aircraft were commandeered between 1996 and 2000. Four incidents were recorded in each of the years 1998 and 2000, two incidents each were recorded in 1997 and 1999, and one incident was recorded in 1996. Of the 13 incidents, the plane remained on the ground in seven. Five incidents each were recorded in

Asia/Pacific and the sub-Saharan Africa regions; two incidents were recorded in North America and one in the Middle East and North Africa region.

Four of the commandeering incidents occurred in the Democratic Republic of Congo: three in 1998 and one in 1999. At least two of the planes were seized by rebel fighters and used to ferry troops and supplies into the war zone. One plane was seized by government forces retreating from advancing rebels. One of the 13 commandeering incidents is considered to have been politically motivated. A militia group in the Solomon Islands seized an aircraft in September 2000 to protest the government's failure to keep promises that had been made.

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# **Appendices**

## Appendix A

### U.S.-Registered Air Carrier Hijacking Chronology, 1996-2000

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Number of Hijackers</i>	<i>How Boarded</i>	<i>Weapon</i>	<i>Destination/ Objective</i>
<b>1996</b>	None						
<b>1997</b>	None						
<b>1998</b>	None						
<b>1999</b>	None						
<b>2000</b>	None						

## Appendix B

### Foreign-Registered Air Carrier Hijacking Chronology, 1996-2000

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
<b>01-06-96</b>	Transasia Airways	A-321	Taipei/Tainan, Taiwan	China
<b>03-08-96</b>	Cyprus Turkish Airlines	B-727	Cyprus/Istanbul, Turkey	Political Statement
<b>03-10-96</b>	Hainan Airlines	B-737	Yiwu/Haisou, China	Taiwan
<b>03-24-96</b>	Sudan Airways	Unknown	Khartoum/Port Sudan, Sudan	Eritrea/Asylum
<b>03-27-96</b>	EgyptAir	A-310	Luxor/Cairo, Egypt	Libya
<b>04-04-96</b>	Biman Bangladesh Airlines	Jetstream 31	Dhaka/Barisal, Bangladesh	India
<b>07-07-96</b>	Cubanacan	AN-2	Bayamon/Moa, Cuba	Asylum; landed U.S. Navy Base, Guantanamo, Cuba
<b>07-26-96</b>	Iberia	DC-10	Madrid, Spain/Havana, Cuba	Landed in United States
<b>08-09-96</b>	Air Mauritania	Fokker 28	Las Palmas, Canary Islands/Nouakchott, Mauritania	Morocco
<b>08-26-96</b>	Sudan Airlines	Airbus A310	Khartoum, Sudan/Amman, Jordan	England/Asylum
<b>10-17-96</b>	Aeroflot	TU-154	Moscow, Russia/Lagos, Nigeria	Germany/Asylum
<b>11-15-96</b>	Xiamen Airlines	Unknown	Guangzhou/Xiamen, China	Taiwan
<b>11-23-96</b>	Ethiopian Airlines	B-767	Addis Ababa, Ethiopia/Nairobi, Kenya	Escape poverty; Plane crashed into Indian Ocean
<b>12-06-96</b>	Krasnoyarsk Aviation Company	YAK-40	Krasnoyarsk/Boguchany, Russia	The Netherlands
<b>01-07-97</b>	Austrian Airlines	MD-80	Berlin, Germany/Vienna, Austria	Return to Berlin/Asylum
<b>01-20-97</b>	All Nippon Airways	B-777	Osaka/Fukuoka, Japan	United States
<b>02-10-97</b>	China Northwest Airlines	Unknown	Chongqing/Zhuhai, China	Taiwan
<b>03-10-97</b>	Far East Transport Company	B-757	Koahsiung/Taipei, Taiwan	China/Asylum

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
<b>06-02-97</b>	Air China	B-747 or B-767	Beijing/Guangzhou, China	Taiwan
<b>06-09-97</b>	Air Malta	B-737	Valletta, Malta/Istanbul, Turkey	Asylum
<b>12-10-97</b>	Rossiya Airlines	IL-62	Magadan/Moscow, Russia	Switzerland; Asylum/money
<b>12-19-97</b>	Aero Condor	BE-200	Lima/Chimbote, Peru	Theft of Valuables
<b>12-22-97</b>	China Eastern Airlines	A-300	Shanghai/Xiamen, China	Taiwan
<b>01-31-98</b>	Atlantic Airlines	Unknown	Bluefields/Little Corn Island, Nicaragua	Colombia
<b>02-24-98</b>	Turkish Airlines	Avro RJ 100	Adana/Ankara, Turkey	Iran
<b>03-30-98</b>	Cyprus Turkish Airlines	B-727	Cyprus/Ankara, Turkey	Germany
<b>05-24-98</b>	Pakistan International Airlines	Fokker Friendship	Karachi/Turbat, Pakistan	Protest nuclear testing
<b>06-23-98</b>	Iberia	B-727	Seville, Spain/Amsterdam, The Netherlands	Israel; psychiatric patient
<b>07-25-98</b>	Aviones de Oriente	Beechcraft 1900	Caracas/Barinas State, Venezuela	Drug smuggling
<b>09-14-98</b>	Turkish Airlines	A-310	Ankara/Istanbul, Turkey	Protest ban on Islamic clothing
<b>10-28-98</b>	Air China	B-737	Beijing/Kunming, China	Pilot diverted to Taiwan
<b>10-29-98</b>	Turkish Airlines	B-737	Adana/Ankara Turkey	Protest war against Kurds
<b>03-02-99</b>	Air France	A-320	Marseille/Paris, France	Mentally Ill
<b>04-12-99</b>	Avianca	Fokker 50	Bucaramanga/Bogota, Colombia	Hostage taking and ransom payment
<b>06-12-99</b>	Xiamen Airlines	B-737	Shanghai/Xiamen, China	Taiwan
<b>07-23-99</b>	All Nippon Airways	B-747-400	Tokyo/Sapporo, Japan	To fly plane
<b>07-30-99</b>	Avior Express	Beechcraft 1900D	Caracas/Guasualito, Venezuela	Hostages

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
<b>08-25-99</b>	Royal Air Maroc	B-737	Casablanca, Morocco/Tunis, Tunisia	Germany
<b>10-19-99</b>	EgyptAir	B-737-500	Istanbul, Turkey/Egypt	Germany
<b>10-26-99</b>	Iran Air	Unknown	Tehran/Orumiyah, Iran	France
<b>11-23-99</b>	Zhejiang Airlines	Unknown	Yiwu/Xiamen, China	Taiwan
<b>12-24-99</b>	Indian Airlines	A-300	Kathmandu, Nepal/New Delhi, India	Release prisoners from Indian jail
<b>12-28-99</b>	Lufthansa	Canadair Regional Jet	Prague, Czech Republic/Duesseldorf, Germany	United Kingdom
<b>02-06-00</b>	Ariana Afghan Airlines	B-727	Kabul/Mazar-I-Sharif, Afghanistan	United Kingdom
<b>02-19-00</b>	Aerotaca	Beechcraft 1900	Bucaramanga/Cucuta, Colombia	Prisoner Escape
<b>02-29-00</b>	China Southwest Airlines	B-737	Fuzhou/Chengdu, China	Taiwan
<b>05-11-00</b>	EgyptAir	Airbus A321	Cairo/Aswan, Egypt	Afghanistan
<b>05-22-00</b>	Missionary Aviation Fellowship	Unknown	Erave/Batiri, Papua New Guinea	Robbery
<b>05-25-00</b>	Philippine Airlines	Airbus A330	Davao/Manila, the Philippines	Robbery
<b>07-05-00</b>	Royal Jordanian	Airbus A 321	Amman, Jordan/Damascus, Syria	Afghanistan
<b>07-17-00</b>	British Airways	RJ 146	Zurich, Switzerland/London, England	Asylum
<b>08-16-00</b>	VASP	B 737-200	Foz de Iguacu/Curitiba, Brazil	Robbery
<b>08-18-00</b>	Azerbaijan Airlines	TU-154	Nakhichevan/Baku, Azerbaijan	Turkey
<b>09-08-00</b>	Aires S.A.	Unknown	Nieva/Florencia, Colombia	Prisoner Escape
<b>09-14-00</b>	Qatar Airways	Airbus A300	Doha, Qatar/Amman, Jordan	Saudi Arabia
<b>09-24-00</b>	Iran Air	Fokker 100	Tehran/Shiraz, Iran	France
<b>09-27-00</b>	Xinhua Airlines	B-737	Baotou/Beijing, China	Unknown
<b>09-28-00</b>	Royal Jordanian	Airbus A310	Sana'a, Yemen/Amman, Jordan	Asylum

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
<b>10-13-00</b>	Sabena	Airbus A330-200	Brussels, Belgium/Abidjan, Ivory Coast	Not to return to Africa
<b>10-14-00</b>	Saudi Arabian Airlines	B 777-200	Jeddah, Saudi Arabia/London, England	Syria
<b>11-01-00</b>	North Coast Aviation	Unknown	Wau/Port Moresby, Papua New Guinea	Robbery
<b>11-11-00</b>	Vnukovo Airlines	TU-154	Makhachkala/Moscow, Russia	Israel
<b>11-13-00</b>	Ariatour Airlines	YAK 40	Ahvaz/Bandar Abbas, Iran	United States

## Appendix C

### Bombings of Aircraft Chronology, 1996-2000

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Details</i>
<b>1996</b>	None			
<b>07-09-97</b>	Transporte Aero Mercosur	Fokker 100	Vitoria/Sao Paulo, Brazil	Bomb in cabin; in-flight explosion; plane landed safely; one passenger killed, six injured
<b>1998</b>	None			
<b>1999</b>	None			
<b>2000</b>	None			

## Appendix D

### Chronology of Significant Acts Against Civil Aviation In 2000 By Date

<i>Date</i>	<i>Incident</i>	<i>Location</i>
<b>January 20</b>	General Aviation Aircraft Robbery	Australia
<b>February 6</b>	Hijacking – Ariana Afghan Airlines	Afghanistan to England
<b>February 16</b>	Attack – Urrao Airport	Colombia
<b>February 19</b>	Hijacking – Aerotaca	Colombia
<b>February 29</b>	Hijacking – China Southwest Airlines	China
<b>March 14</b>	Attempted Bombing – Jakarta Airport	Indonesia
<b>March 14</b>	Attack – Salle Airport	Nepal
<b>March 30</b>	Attempted Bombing – Sheremetyevo Airport	Russia
<b>March 30</b>	Attack – Kassala Airport	Sudan
<b>May 3</b>	Attack – Cotabato Airport	Philippines
<b>May 11</b>	Hijacking – EgyptAir	Egypt
<b>May 22</b>	Hijacking – Missionary Aviation Fellowship	Papua New Guinea
<b>May 25</b>	Hijacking – Philippine Airlines	Philippines
<b>May 30</b>	Attempted Bombing of Aircraft	Russia
<b>June 4</b>	Bombing – Manila Airport	Philippines
<b>July 5</b>	Hijacking – Royal Jordanian	Jordan
<b>July 15</b>	General Aviation Commandeering	Venezuela
<b>July 17</b>	Hijacking – British Airways	Switzerland to England
<b>July 18</b>	Bombing – Cape Town Airport	South Africa
<b>July 27</b>	Commandeering – National Airlines	United States
<b>July 30</b>	Attempted Bombing – Vientiane Airport	Laos
<b>July 31</b>	Commandeering – Cathay Pacific Airways	China

<i>Date</i>	<i>Incident</i>	<i>Location</i>
<b>August 1</b>	Takeover – Wamena Airport	Indonesia
<b>August 16</b>	Hijacking – VASP	Brazil
<b>August 18</b>	Hijacking – Azerbaijan Airlines	Azerbaijan
<b>September 8</b>	Hijacking – Aires S.A.	Colombia
<b>September 14</b>	Hijacking – Qatar Airlines	Qatar to Saudi Arabia
<b>September 16</b>	Commandeering – Solomon Airlines	Solomon Islands
<b>September 24</b>	Hijacking – Iran Air	Iran
<b>September 27</b>	Hijacking – Xinhua Airlines	China
<b>September 28</b>	Hijacking – Royal Jordanian	Yemen to Jordan
<b>October 13</b>	Hijacking – Sabena	Belgium to Spain
<b>October 14</b>	Hijacking – Saudi Arabian Airlines	Saudi Arabia to Iraq
<b>November 1</b>	Hijacking – North Coast Aviation	Papua New Guinea
<b>November 9</b>	Bombing – Vientiane Airport	Laos
<b>November 11</b>	Hijacking – Vnukovo Airlines	Russia to Israel
<b>November 13</b>	Hijacking – Ariatour Airlines	Iran
<b>November 17</b>	Charter Aircraft Hijacking	Thailand
<b>December 4</b>	Shooting at Aircraft	Burundi
<b>December 17</b>	Commandeering – Pakistan International Airlines	Pakistan
<b>December 28</b>	Attack – Benguela Airport	Angola
<b>December 30</b>	Bombing – Manila Airport	Philippines

## Appendix E

### Chronology of Significant Acts Against Civil Aviation In 2000 By Category

<i>Date</i>		<i>Location</i>
<b>HIJACKINGS</b>		
<b>February 6</b>	Ariana Afghan Airlines	Afghanistan to England
<b>February 19</b>	Aerotaca	Colombia
<b>February 29</b>	China Southwest Airlines	China
<b>May 11</b>	EgyptAir	Egypt
<b>May 22</b>	Missionary Aviation Fellowship	Papua New Guinea
<b>May 25</b>	Philippine Airlines	Philippines
<b>July 5</b>	Royal Jordanian	Jordan
<b>July 17</b>	British Airways	Switzerland to England
<b>August 16</b>	VASP	Brazil
<b>August 18</b>	Azerbaijan Airlines	Azerbaijan
<b>September 8</b>	Aires S.A.	Colombia
<b>September 14</b>	Qatar Airways	Qatar to Saudi Arabia
<b>September 24</b>	Iran Air	Iran
<b>September 27</b>	Xinhua Airlines	China
<b>September 28</b>	Royal Jordanian	Yemen to Jordan
<b>October 13</b>	Sabena	Belgium to Spain
<b>October 14</b>	Saudi Arabian Airlines	Saudi Arabia to Iraq
<b>November 1</b>	North Coast Aviation	Papua New Guinea
<b>November 11</b>	Vnukovo Airlines	Russia to Israel
<b>November 13</b>	Ariatour Airlines	Iran

<i>Date</i>		<i>Location</i>
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### COMMANDEERINGS

<b>July 27</b>	National Airlines	United States
<b>July 31</b>	Cathay Pacific Airways	China
<b>September 16</b>	Solomon Airlines	Solomon Islands
<b>December 17</b>	Pakistan International Airlines	Pakistan

### BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS ON AIRCRAFT

<b>May 30</b>	Attempted Bombing of Aircraft	Russia
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### AIRPORT ATTACKS

<b>February 16</b>	Attack – Urrao Airport	Colombia
<b>March 14</b>	Attempted Bombing – Jakarta Airport	Indonesia
<b>March 14</b>	Attack – Salle Airport	Nepal
<b>March 30</b>	Attempted Bombing – Sheremetyevo Airport	Russia
<b>March 30</b>	Attack – Kassala Airport	Sudan
<b>May 3</b>	Attack – Cotabato Airport	Philippines
<b>June 4</b>	Bombing – Manila Airport	Philippines
<b>July 18</b>	Bombing – Cape Town Airport	South Africa
<b>July 30</b>	Attempted Bombing – Vientiane Airport	Laos
<b>August 1</b>	Takeover – Wamena Airport	Indonesia
<b>November 9</b>	Bombing – Vientiane Airport	Laos
<b>December 28</b>	Attack – Benguela Airport	Angola
<b>December 30</b>	Bombing – Manila Airport	Philippines

### SHOOTINGS AT AIRCRAFT

<b>December 4</b>	Shooting at Aircraft	Burundi
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<i>Date</i>		<i>Location</i>
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### **GENERAL/CHARTER AVIATION**

<b>January 20</b>	General Aviation Aircraft Robbery	Australia
<b>July 15</b>	General Aviation Commandeering	Venezuela
<b>November 17</b>	Charter Aircraft Hijacking	Thailand

### **INCIDENTS NOT COUNTED**

<b>March 16</b>	Interference With Flight Crew	United States
<b>March 27</b>	Attempt to Crash Aircraft	Canary Islands
<b>July 7</b>	Robbery of Aircraft	Brazil
<b>July 27</b>	Abduction of Pilots	Fiji
<b>September 19</b>	Theft of Aircraft	Cuba
<b>October 31</b>	Possible Shoot Down of Aircraft	Angola
<b>December 1</b>	Hijacking	Democratic Republic of Congo

## Appendix F

### Total Incidents, 1996-2000

	2000	1999	1998	1997	1996
<b>Civil Aviation</b>					
Hijackings	20	11	9	10	14
Commandeerings	4	2	4	2	1
Bombing/Shootings/Attempted	1	0	0	1	1
Bombings on Aircraft					
General/Charter Aviation	3	2	1	1	6
Attacks at Airports	13	0	3	6	8
Off-Airport Facility Attacks	0	6	1	3	3
Shootings at Aircraft	1	3	4	0	2
Total	42	24	22	23	35
Incidents Not Counted	7	7	9	8	7

### Incidents By Category

	2000	1999	1998	1997	1996	Total
<b>Hijackings</b>						
Asia/Pacific	6	4	2	5	4	21
Central Eurasia	2	0	0	1	1	4
Europe	2	3	5	2	3	15
Latin America/Caribbean	3	2	2	1	1	9
Middle East/North Africa	7	2	0	1	3	13
Sub-Saharan Africa	0	0	0	0	2	2
<b>Commandeerings</b>						
Asia/Pacific	3	1	0	1	0	5
Middle East/North Africa	0	0	0	0	1	1
North America	1	0	1	0	0	2
Sub-Saharan Africa	0	1	3	1	0	5
<b>Bombings/Shootings/Attempted</b>						
<b>Bombings on Aircraft</b>						
Asia/Pacific	0	0	0	0	1	1
Central Eurasia	1	0	0	0	0	1
Latin America	0	0	0	1	0	1
<b>General/Charter Aviation</b>						
Asia/Pacific	2	0	0	0	1	3
Europe	0	1	0	0	0	1
Latin America/Caribbean	1	0	1	0	3	5
Middle East/North Africa	0	0	0	0	1	1
North America	0	1	0	0	0	1
Sub-Saharan Africa	0	0	0	1	1	2

	2000	1999	1998	1997	1996	Total
<b>Attacks at Airports</b>						
Asia/Pacific	8	0	1	1	2	12
Central Eurasia	1	0	0	1	0	2
Europe	0	0	0	1	2	3
Latin America/Caribbean	1	0	1	1	1	4
Middle East/North Africa	1	0	0	0	1	2
Sub-Saharan Africa	2	0	1	2	2	7
<b>Off-Airport Facility Attacks</b>						
Asia/Pacific	0	1	0	0	2	3
Europe	0	4	1	3	1	9
Latin America	0	1	0	0	0	1
<b>Shootings at Aircraft</b>						
Latin America/Caribbean	0	0	1	0	2	3
Sub-Saharan Africa	1	3	3	0	0	7

### Incidents By Region

	2000	1999	1998	1997	1996	Total
<b>Asia and the Pacific</b>						
Attacks at Airports	8	0	1	1	2	12
Bombings on Aircraft	0	0	0	0	1	1
Commandeerings	3	1	0	1	0	5
General/Charter Aviation	2	0	0	0	1	3
Hijackings	6	4	2	5	4	21
Off-Airport Attacks	0	1	0	0	2	3
<b>Central Eurasia</b>						
Attacks at Airports	1	0	0	1	0	2
Bombings on Aircraft	1	0	0	0	0	1
Hijackings	2	0	0	1	1	4
<b>Europe</b>						
Attacks at Airports	0	0	0	1	2	3
General/Charter Aviation	0	1	0	0	0	1
Hijackings	2	3	5	2	3	15
Off-Airport Attacks	0	4	1	3	1	9
<b>Latin America and Caribbean</b>						
Attacks at Airports	1	0	1	1	1	4
Bombings on Aircraft	0	0	0	1	0	1
General/Charter Aviation	1	0	1	0	3	5
Hijackings	3	2	2	1	1	9
Off-Airport Attacks	0	1	0	0	0	1
Shootings at Aircraft	0	0	1	0	2	3

	2000	1999	1998	1997	1996	Total
<b>Middle East/North Africa</b>						
Commandeerings	0	0	0	0	1	1
General/Charter Aviation	0	0	0	0	1	1
Hijackings	7	2	0	1	3	13
Attacks at Airports	1	0	0	0	1	2
<b>North America</b>						
Commandeerings	1	0	1	0	0	2
General/Charter Aviation	0	1	0	0	0	1
<b>Sub-Saharan Africa</b>						
Attacks at Airports	2	0	1	2	2	7
Commandeerings	0	1	3	1	0	5
General/Charter Aviation	0	0	0	1	1	2
Hijackings	0	0	0	0	2	2
Shootings at Aircraft	1	3	3	0	0	7
<hr/>						
Asia/Pacific	19	6	3	7	10	45
Central Eurasia	4	0	0	2	1	7
Europe	2	8	6	6	6	28
Latin America/Caribbean	5	3	5	3	7	23
Middle East/North Africa	8	2	0	1	6	17
North America	1	1	1	0	0	3
Sub-Saharan Africa	3	4	7	4	5	23
Total	42	24	22	23	35	146

## Appendix G

### Politically-Motivated Incidents Involving Civil Aviation, 1996-2000

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
<b>1996*</b>			
<b>February 24</b>	Shooting at Cessna Aircraft (Two incidents)	Cuba	Cuban exile group aircraft
<b>March 8</b>	Hijacking – Cyprus Turkish Airlines	Cyprus	Individual; to win sympathy for Chechen separatists
<b>April 28</b>	Bombing – Aeroflot Russian International Airlines Office	Turkey	Claim – Organization for Solidarity with the Chechen Resistance Fighters
<b>June 6</b>	Bombing – Lusaka Airport	Zambia	No claim – political opposition groups suspected
<b>July 20</b>	Bombing – Reus Airport	Spain	Claim – ETA
<b>October 20</b>	Mortar Attack – Algiers Airport	Algeria	No claim – Islamic militants suspected
<b>1997</b>			
<b>January 6</b>	Grenade Attack – Madrid Airport	Spain	Claim – ETA
<b>January 28</b>	Bombing - Air France Office	France	Claim – Corsican National Liberation Front
<b>April 4</b>	Attempted Bombing – Alitalia Office	Greece	Claim – Fighting Guerrilla Formation
<b>October 19</b>	Bombing – Alitalia Office	Greece	Claim – Team of International Revolutionary Struggle

\* This list includes incidents carried out by perpetrators having known or suspected political motivation. The following principles have been used to compile the list of incidents:

-- in cases in which the motivation has not been conclusively established, but political motivation is a possibility, the incident has been included;

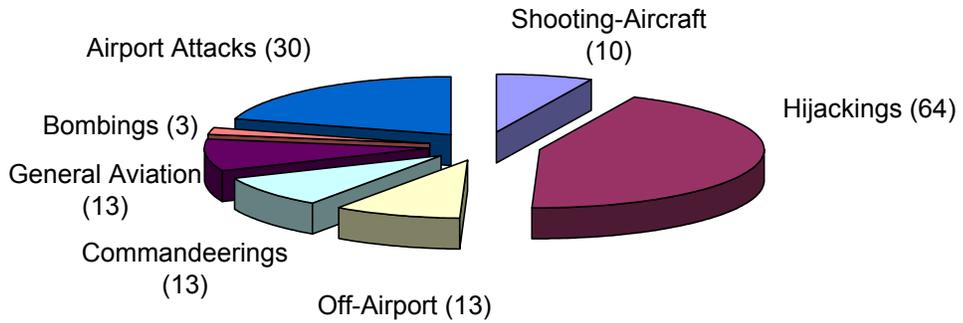
-- acts by insurgent groups in open conflict with government forces are included only if they occur outside the theatre of conflict;

--acts by individuals or groups carried out purely to improve personal circumstances (e.g., hijackers seeking political refuge in another country) are not included.

<i>Date</i>	<i>Incident</i>	<i>Location</i>	<i>Remarks</i>
<b>1998</b>			
<b>February 2</b>	Attack – Narita Airport	Japan	Claim – Revolutionary Worker’s Association
<b>February 24</b>	Hijacking – Turkish Airlines	Turkey	Individual; allegedly to protest oppression of Muslims
<b>May 17</b>	Bombing – Olympic Airways Office	Greece	Two claims – May 98 and Fighting Guerrillas of May
<b>May 24</b>	Hijacking – Pakistan International Airlines	Pakistan	Three individuals; to protest nuclear testing
<b>September 14</b>	Hijacking – Turkish Airlines	Turkey	Individual; to protest ban on Islamic clothing
<b>October 29</b>	Hijacking – Turkish Airlines	Turkey	Individual; to protest treatment of ethnic Kurds
<b>1999</b>			
<b>February 20</b>	Firebombing – Turkish Airlines Office	Italy	Demonstration; release of PKK leader
<b>March 27</b>	Firebombing – American Airlines Office	Switzerland	Protest against NATO air strikes in the Balkans
<b>April 12</b>	Hijacking – Avianca	Colombia	Claim – National Liberation Army; to pressure the government
<b>November 25</b>	Firebombing – American Airlines Office	Switzerland	Protest; free prisoner on death row in the United States
<b>December 24</b>	Hijacking – Indian Airlines	Nepal	Release of a Kashmiri separatist group leader
<b>2000</b>			
<b>August 18</b>	Hijacking – Azerbaijan Airlines	Azerbaijan	Postpone parliamentary elections
<b>September 14</b>	Hijacking – Qatar Airways	Qatar	Protest plight of Iraqi people
<b>September 16</b>	Commandeering	Solomon Islands	Isatabu Freedom Movement protest of failure of peace talks
<b>October 14</b>	Hijacking – Saudi Arabian Airlines	Saudi Arabia	Demand reforms in Saudi Arabia
<b>November 17</b>	Charter Aircraft Hijacking	Thailand	Drop political leaflets over Vietnam

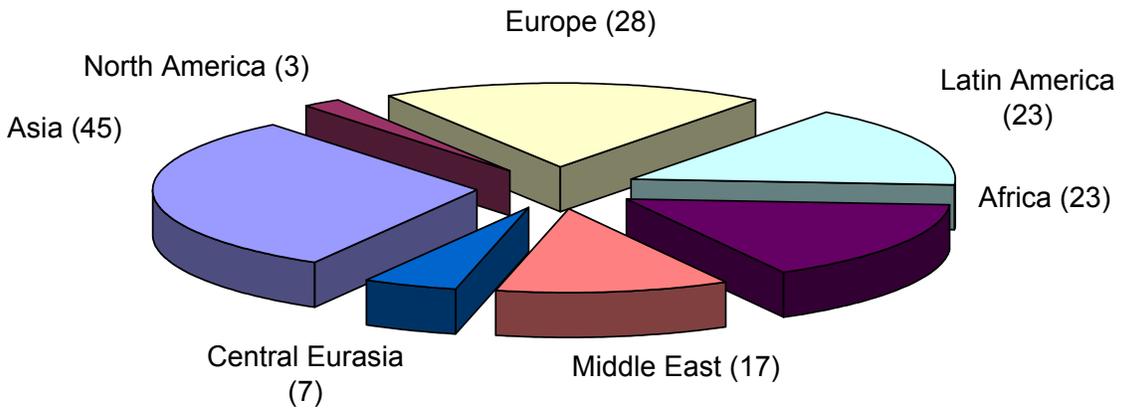
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## **Charts and Graphs**



**Incidents Against Aviation by Category,  
1996-2000  
146 Incidents**

(Bombings category includes attempted bombings of and shootings on board aircraft.)

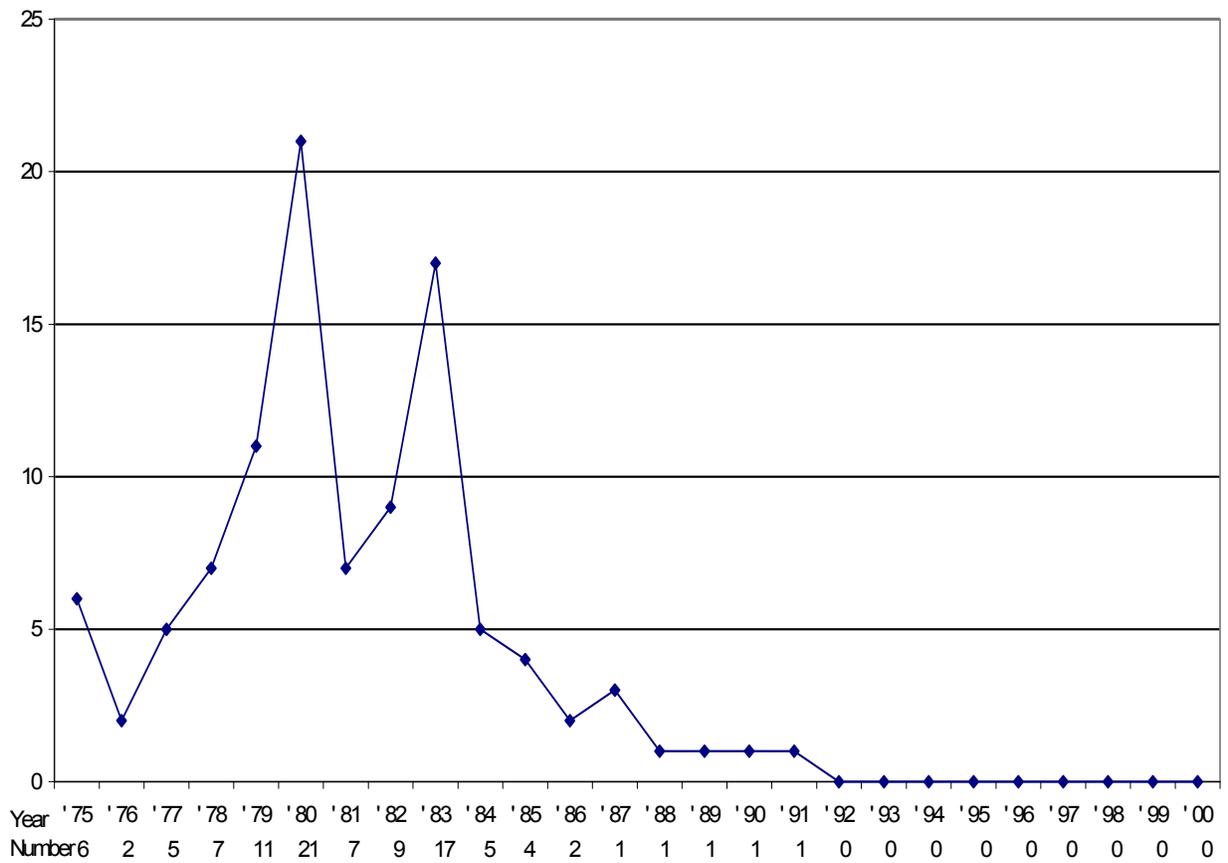


**Incidents Against Aviation by Geographic Area  
1996-2000  
146 Incidents**

(Latin America includes South America, Central America, and the Caribbean)

# U.S.-Registered Air Carrier Hijackings

## 1975-2000



# Foreign-Registered Air Carrier Hijackings

## 1975-2000

